If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At all the ports or localities at home or abroad referred to in Part III of this Notice, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

EXAMINATION SERVICE.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad, referred to in Part III of this Notice.

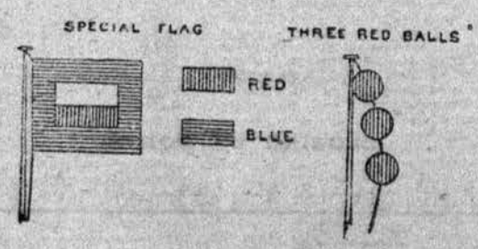
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the Port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night any of the ports mentioned in Part III, serious delay and risk will be avoided if four efficient all round lamps, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flags of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border) and a blue ensign.

Also, three red vertical balls if the port is closed.



By night the steamer will carry :—

(*a*) Three *red* vertical lights if the port is closed.
(*b*) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the distinguishing signal of their vessel ready to hoist immediately the Examination Steamer makes the signal.

(9) Masters are warned that, before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that they must not lower any boats, communicate with the shore, work cables, move the ship, or allow anyone to leave the ship, without permission from the Examination Steamer (except to avoid accident).

(10) In case of fog, Masters are enjoined to use the utmost care, and the Port should be approached with caution.

(11) Merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night: the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

PORTS OR LOCALITIES REFERRED TO.

United Kingdom.

Alderney.
Barrow.
Barry.
Belfast.
Berehaven.
Blyth.
Clyde.
Cromarty.
Dover.
Falmouth.
Firth of Forth.
Guernsey.
Hartlepool.
Harwich.
Inverness firth.
Jersey.
Lerwick.
Lough Swilly.
Milford Haven.
Newhaven.
Plymouth.
Portland.
Portsmouth.
Queenstown.
River Humber.
" Mersey.
" Tay.
" Tees.
" Thames.
" Tyne.
Scapa Flow.
Sheerness.
Sunderland.

Canada.

Esquimalt.
Halifax.
Quebec.

Mediterranean.

Gibraltar.
Malta.

Indian Ocean.

Aden.
Bombay.
Calcutta.
Colombo.
Karachi.
Madras.
Mauritius.
Rangoon.

China Sea.

Hong Kong.
Singapore.

Africa.

Durban.
Sierra Leone.
Simons bay.
Table bay.

Australia.

Adelaide.
Brisbane.
Fremantle.
Melbourne.
Newcastle.
Sydney.
Thursday Island.

Tasmania.

Hobart.

New Zealand.

Auckland.
Otago.
Port Lyttelton.
Wellington.

West Indies.

Bermuda
Port Royal, Jamaica.

PART IV.

SWEEPING OPERATIONS.

Notice is hereby given that under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty, and are now in force.

H. M. Vessels are constantly engaged, both singly and in pairs, in sweeping operations off the coasts of the United Kingdom, and whilst so engaged they are hampered to a very considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned, and for the public safety all other vessels, whether steamers or sailing craft, must keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass inside these distances or between the vessels of a pair, as the vessels may have mines trailing in their sweeps and also on account of the danger caused to traffic if mine-sweepers have to slip their sweeps to get out of the way of vessels.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(*a*) By vessels working singly:

A black ball at the foremast head, and a similar ball at each yard-arm or where they can best be seen.

Vessels showing this signal are not be approached nearer than 300 yards.

(*b*) By vessels working in pairs:

A black ball at the foremast head, and a similar ball at the yard-arm or where it can best be seen, on that side on which it is dangerous to pass

Vessels are not to pass within a distance of 400 yards astern of a single pair of sweepers, or when more than one pair are working in company within a distance of 400 yards astern of rear pair. They are on no account to attempt to pass between pairs working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all round green lights will be used in place of the black balls.

CAUTION.

Part IV of this Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in Part IV of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Note.

This Notice is a revision of Notice No. 814 of 1918. (*This office No. 256 of 1918.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 7741-18.*)

JAPAN.

Information with regard to Speed Trials of Warships and Vessels.

No. 54 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 27 of 1919), are republished :—

Warships or other vessels will display "A" flag of the International Code (white swallow-tailed flag with a blue fly) at the mast-head or yard-arm whilst undergoing speed trials in the vicinity of the areas given below, vessels are warned not to approach such vessels whilst the abovementioned signal is flown.

(*a*) Tokyo bay entrance—between Kannon saki and Su-no saki.
(*b*) Izumi nada—between Odari and Tsu dono hana.
(*c*) Hiroshima bay—between Atada shima and Shingoro jima.
(*d*) South of Nagasaki harbour—between Kaba shima and Hayami.
(*e*) Nagasaki harbour approach—off the coast of Miye ura.
(*f*) Maizuru bay approach—between Kamuri jima and Kyoga mi saki.
(*g*) Maizuru bay approach—between Kuro saki and Musōga hana.

Publication.—Japan Pilot, 1914, page 8.

Authority.—Tokyo Notice No. 206 of 1918. (*H. 7549-18.*)

RED SEA—GULF OF SUEZ.

Ras Gimsah Approach—Buoy established.

No. 55 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 38 of 1919), are republished :—

Position.—Off the southern end of Middle reef.
Lat. 27° 35′ 58″ N., long. 33° 39′ 03″ E.

Description.—Particulars are not stated. A conical buoy is to be inserted on the charts.

Charts affected.—No. 3752, Gimsah and Kabreit anchorages and approaches.
" 2838, Strait of Jubal.

Publication.—Red Sea, etc., Pilot, 1909, page 117; Revised Supplement (3), 1917.

Authority.—Anglo-Saxon Petroleum Company. (*H. 4965-18.*)

G. H. S. LATOUCHE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The 10th February 1919.

JAPAN—NAGASAKI APPROACH.

Kageno Shima Light—Alteration in Character.

No. 48 (second publication).—The following particulars, etc, relative to the above, issued by the British Admiralty (No. 1485 of 1918), are republished :—

Position.—Lat. 32° 42½′ N., long. 129° 49½′ E.

New abridged description.—Lt. Occ., *Red, 40 ft. vis. 11 m.*

Alteration.—The character of the light has been altered from fixed red to *occulting red every four seconds*, thus :—

$$\frac{\text{Light.}}{\text{2 secs.}} \quad \frac{\text{eclipse.}}{\text{2 secs.}}$$

Remarks.—The light has a visibility of 11 miles.

Charts affected.—No. 2815, Nagasaki harbour.
„ 2415, Approach to Nagasaki harbour.

Publications.—List of Lights, Part VI, 1918, No. 1890.
Japan Pilot, 1914, page 462.

Authority.—Tokyo Notice No. 194 of 1918. (*H. 6625/18.*)

AFRICA, EAST COAST AND INDIAN OCEAN ISLANDS.

(1) Africa, East Coast.

Information with regard to lights.

Traffic Regulations.

(2) Indian Ocean Islands.

Information with regard to certain lights.

Special directions for entering Diego Suarez.

No. 49 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1510 of 1918), are re-published:—

Former Notice.—No. 1318 of 1918; hereby cancelled.

(1) Africa, East Coast.

INFORMATION WITH REGARD TO LIGHTS.

(1) _____ | _____

(2) The following lights have been re-exhibited:—

All lights on the coast of Italian Somaliland.
All lights on the coast of the Portuguese Province of Mozambique.
Macuti light at Beira, in the Portuguese Province of Lourenco Marques.

TRAFFIC REGULATIONS.

_____ | _____

(2) Indian Ocean Islands.

I.—MADAGASCAR.

CAUTION WITH REGARD TO EXTINCTION OF CERTAIN LIGHTS.

All lights in Madagascar have been re-exhibited.

SPECIAL DIRECTIONS FOR ENTERING DIEGO SUAREZ.

_____ | _____

II.—MAURITIUS.

All lights in the island of Mauritius have been re-exhibited.

Note.

This Notice is a revision of the former Notice quoted above.

Publication.—List of Lights, Part VI, 1918, Nos. 74, 77-94, 100, 103, 167, 168, 172.

Authority.—The Lords Commissioners of the Admiralty. (*H. 7058/18.*)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Balabalágan (Little Paternoster) Islands—Existence of a Reef.

No. 50 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1525 of 1918), are republished :—

Position.—At a distance of one mile, 350° (*N. 12° W. Mag.*), from the northern end of Semángil.

Lat. 2° 26′ S., long. 117° 39¼′ E.

Depth.—2¾ fathoms.

Remarks.—The reef is of small extent.

Variation.—2°E.

Charts affected.—No. 2637, South part of the Strait of Makassar.
,, 941*b*, Eastern Archipelago, Sheet II.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 360.

Authority.—Hague Notice No. 1537 of 1918. (*H. 6815/18.*)

JAVA, SOUTH COAST—WYNKOOPS (PALABUAN RATU) BAY.

Palabuan Ratu Anchorage—Existence of Rock.

No. 51 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1537 of 1918), are republished :—

Position.—At a distance of 7 cables, 279° (*N. 82° W. Mag.*), from the flagstaff situated at a distance of about 6 cables south-eastward from Palabuan Ratu light.

Lat. 6° 59′ S., long. 106° 32¼′ E.

Depth.—6 feet.

Remarks.—The symbol for a rock with a depth of less than 6 feet of water is to be inserted on the charts in the above position.

Variation.—1° E.

Chart affected.—No. 3030, Plan of Wynkoops Bay.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 187.

Authority.—Hague Notice No. 1552 of 1918. (*H. 6954/18.*)

INDIA, EAST COAST—PAMBAN PASS.

Margarita Shoal Buoy not to be replaced.

No. 52 (second publication).—The Presidency Port Officer, Madras, has given Notice No. 3 of 1919 that the Margarita Shoal Buoy will not be replaced and it may be expunged from the charts.

DUNCAN F. VINES, CAPTAIN, R.I.M.,
Port Officer of Calcutta.

The 3rd February 1919.

RED SEA—WESTERN SHORE.

Port Sudan, Wingate Reef—Beacon re-erected.

No. 46 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3M. of 1919), are republished :—

Former Notice.—Egypt Squadron L. N. M. No. 81 of 1918.

Position.—On the southern end of Wingate Reef.

Lat. 19° 37′ 05″ N.

Long. 37° 16′ 40″ E.

Description.—Beacon with diamond top mark.

Details.—The above-mentioned beacon which had partially collapsed has now been re-erected.

Charts affected.—No. 81, Mersa Darur to Trinkitat.
„ 8c, Red Sea, Sheet 3.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 176.

Authority.—Resident Naval Officer, Port Sudan, dated 13th January 1919.

GULF OF ADEN—ADEN HARBOUR.

Outer Harbour Fairway buoy relighted.

No. 47 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 4M. of 1919), are republished :—

Position.—In the outer entrance to the dredged channel, at a distance of about 9·9 cables 268½° (S. 89½° W. Mag.) from Residency Flag Staff.

Lat. 12° 46′ 43″ N.

Long. 44° 57′ 28″ E.

Description.—Black and white chequered light (gas) buoy, exhibiting an occulting red light every ten seconds.

Remarks.—The above-mentioned buoy has been replaced in position.

Variation.—1°. W.

Charts affected.—No. 3660, Aden Harbour,
„ 7, Aden Harbour and approaches.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 406.

Authority.—General Staff Officer, Naval, Bombay, 15th January 1919.

G. H. S. LATOUCHE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, MARCH 5, 1919.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are published for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 25th February 1919.*

BORNEO, SOUTH COAST.

Kumai Bay—Existence of Shoal; Alteration in Position of Buoy.

No. 56 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 51 of 1919), are republished:—

(1) Existence of shoal:

Position.—Off the western side of Sangora banks.
Lat. 3° 14′ 00″ S., long. 111° 39′ 20″ E., on chart No. 1964.

Depth.—1½ fathoms, rock.

(2) Alteration in position of buoy:

New position.—At a distance of about $2\frac{3}{10}$ miles southward from former position and $2\frac{2}{10}$ cables westward of the position of the shoal given above.

Description.—A white conical buoy with ball topmark.

Charts affected.—No. 1964, Tanjong Puting to Tanjong Sambar.
„ 941*a*, Eastern Archipelago—sheet 1.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 327; Revised Supplement, 1917.

Authority.—Hague Notice No. 1602 of 1918. (*H. 7154-18.*)

SOUTH PACIFIC OCEAN—NEW CALEDONIA, SOUTH COAST.

Noumea Roadstead and Approach—Amendments to Charts.

No. 57 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 60 of 1919), are republished:—

Position.—Point Duiambo, lat. 22° 15¾′ S., long. 166° 26¾′ E.

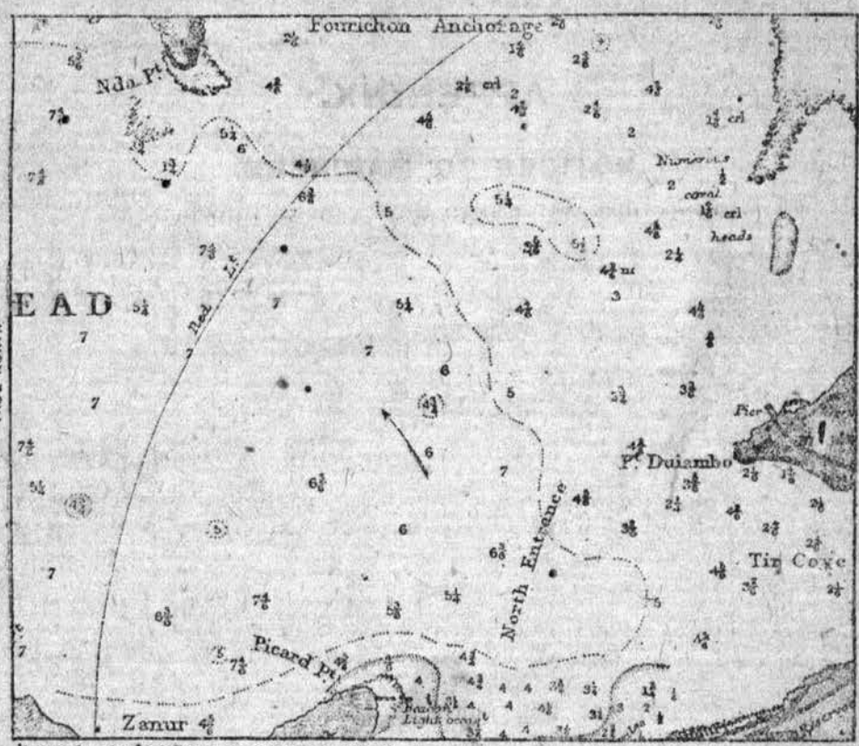
Details.—The accompanying reproductions of portions of charts Nos. 480, 2069 and 2907 show necessary amendments with regard to shoals and drying reefs in Noumea roadstead and approach.

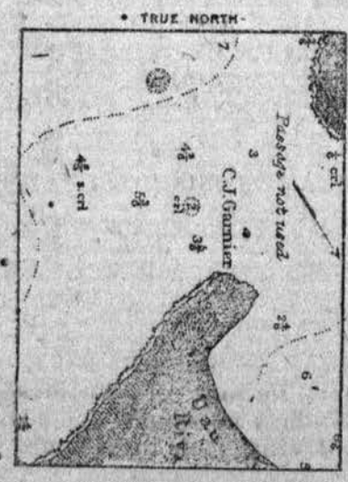
Note.—The $1\frac{1}{4}$ fathom shoal southward of Freycinet island and the $4\frac{3}{4}$-fathom shoal north-westward of Kungu, shown on the reproduction of a portion of chart No. 2907, are to be inserted on chart No. 936*b*, in the place of the depth of 3 fathoms and 7 fathoms, respectively, formerly shown on the chart.

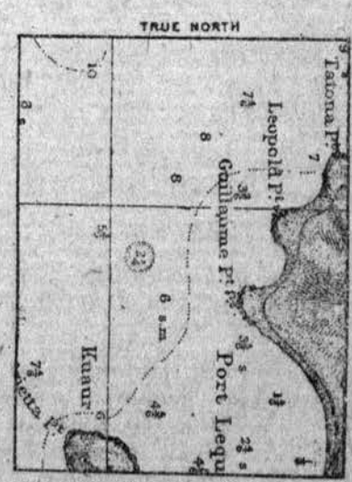
Charts affected.—No. 480, Port Noumea.
„ 2069, Approaches to Port Noumea.
„ 2907, Men island to St. Vincent bay.
„ 936*b*, New Caledonia—south-east part.

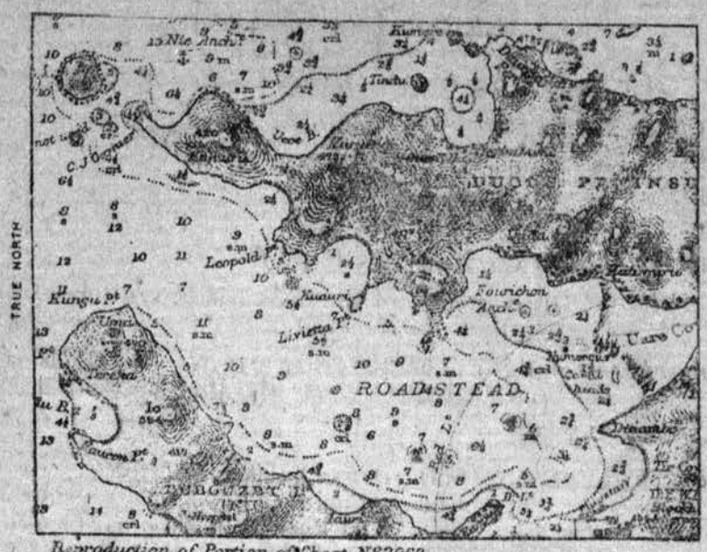
Publications.—Pacific Islands Pilot, Vol. II, 1908, pages 253, 255.
Pacific Islands Pilot, Vol. II, 1918 (*in press*), page 76.

Authority.—French Government Chart of 1918. (*H. 6050-18.*)



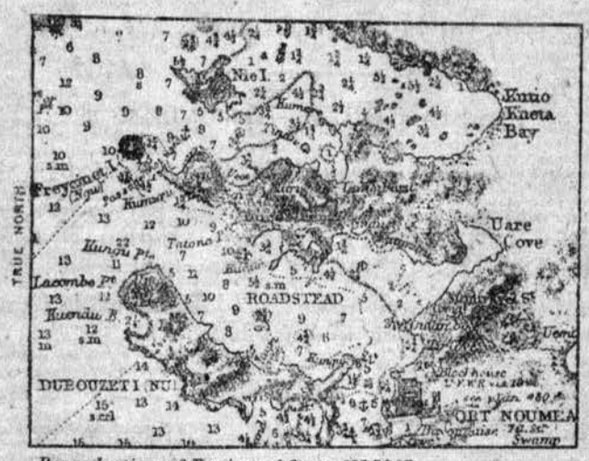






Reproduction of Portion of Chart N°2069.

0 1 2 Sea Miles



Reproduction of Portion of Chart N°2907

0 1 2 3 Sea Miles

JAVA, NORTH COAST—SURABAYA STRAIT.

West Gat—Prohibited Anchorage.

No. 58 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 63 of 1919), are republished :—

Position.—Ujong Piring, lat. 7° 02′ S., long. 112° 41¼′ E.

Details.—Anchorage is prohibited in the West Gat between the parallel of latitude 7° 00′ S. and a line joining Menari tree on the western side of the strait with the tide gauge house on the eastern side of the strait situated about one mile southward of Ujong Piring.

Chart affected—No. 934, Surabaya Strait.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 132, 136.

Authority.—Hague Notice No. 1601 of 1918. (*H. 7153-18.*)

AFRICA, EAST COAST.

Dar es Salaam Light—Alteration in Character.

No. 59 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 72 of 1919), are republished:—

Position.—On outer Makatumbe islet.
Lat. 6° 47¾′ S., long. 39° 20′ E.

New abridged description.—Lt. F., *96 ft.*

Alteration.—The character of the light has been altered from flashing white to *fixed white.*

Remarks.—The light is visible from 104° (*S. 71° E. Mag.*), through south, to 320° (*N. 35° W. Mag.*), obscured elsewhere.

Variation.—5° W.

Charts affected.—No. 674, Dar es Salaam, &c.
„ 640a, Pangani to Ras Kimbiji—southern sheet.
„ 662, Kilwa point to Zanzibar channel.
„ 669, Cape Delgado to Port Mombasa

Publications.—List of Lights, Part VI, 1918, No. 103.
Africa Pilot, Part III, 1915, page 373.

Authority.—Hydrographic Department. (*H. 7405-18.*)

PERSIAN GULF—HALUL ISLAND.

(a) Beacon destroyed; (b) Cairn erected.

No. 60 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 7M. of 1919), are republished:—

Position.—(*a*) On Halul Island, about one cable from the beach on the S. E. side of the Island.
Lat. 25° 40′ N.
Long. 52° 25′ E.

Details.—The "Lawrence" beacon consisting of an iron girder surmounted by an iron triangle about 60 feet in height has disappeared.

Position.—(*b*) On the site of the former "Lawrence" beacon.

Details.—A whitewashed cairn, 8 feet in height, has been erected, and is conspicuous from seaward.

Chart affected.—No. 2837*b*, Persian Gulf, Eastern Sheet, with plan.

Publication.—Officer Commanding R. I. M. S. "Nearchus", dated 24th January 1919.

INDIA, WEST COAST—BOMBAY HARBOUR.

Panvel Creek—Wreck Disappeared.

No. 61 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 8M. of 1919), are republished:—

Position.—Panvel Creek entrance:—
Lat. 18° 58½′ N.
Long. 72° 58½′ E.

Details.—The wreck of the SS. "Godawari" in Panvel Creek has disappeared, and is not now causing any obstruction to navigation; the buoy marking the position has therefore been removed.

Charts affected.—No. 2621, Bombay Harbour.
„ 737, Arnala Island to Kundari Island.

Authority.—The Deputy Commissioner of Salt and Excise, Central Division, Camp Dahanu, 2nd February 1919.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating Light Vessel—Established.

No. 62 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 9M. of 1919), are republished :—

Former Notice—Admiralty No. 420 of 1918. (*This Office No. 24 of 1918.*)

Position.—Lat. 19° 06′ N.
Long. 72° 23′ E.

Characteristics of Light vessel :—

(*a*) *Light.*—Unwatched.

Character.—Occulting white light every 15 seconds, showing a light for 10½ seconds, and eclipse 4½ seconds' duration.

Elevation.—32 feet.

Visibility.—11 miles.

Power.—1.

(*b*) *Vessel.*—Hull painted red, tower with ball, Bombay Floating Light on sides.

Caution.—Owing to the mechanism of the light being out of order the flashes are not regular or of such long duration; they are cut off and become obscured by the rolling of the vessel.

Charts affected.—No. 737, Arnala Island to Kundari Island.
„ 2736, Gulf of Kutch to Viziadrug.
„ 826, Karachi to Vengurla.
„ 1012, Arabian Sea.

Publications.—List of Lights, Part VI, 1918, No. 384.
Indian List of Lights, 37th Issue, 1918, No. 89.
West Coast of India Pilot, 1909, page 215. Revised Supplement (3), 1918, relating to West Coast of India Pilot, 1909.

Authority.—The Port Officer, Bombay, dated 4th February 1919.

RED SEA—SUBMARINE CABLE BUOY LAID.

No. 63 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 11M. of 1919), are republished :—

Details.—Information, dated 8th February 1919, has been received from the General Superintendent, Eastern Telegraph Co., Ltd., that an unlighted cable buoy has been moored in the following position.

Position.—In 750 fathoms :
Lat. 18° 02′ N.
Long. 39° 55′ E.

Charts affected.—No. 8d, Red Sea sheet IV.
„ 2523, Red Sea (General).

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 372.

Authority.—Commanding Officer, Cable Ship "Cambria."

PERSIAN GULF.

Shatt-al-Arab Entrance—Existence of Wreck.

No. 64 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine Bombay, in Notice to Mariners (No 12M. of 1919), are republished :—

Position.—At a distance of about $16\frac{4}{10}$ cables 94° (S. 88° E. Mag.) from Outer Bar buoy.

Description.—Sunken wreck with masts showing six feet above water.

Caution.—The wreck constitutes a danger to navigation.

Variation.—2° E.

Chart affected.—No. 1235, Mouth of the Euphrates.

Authority.—Director, Sea Transport, Basra.

BAY OF BENGAL—BURMA COAST.

Rangoon River—Eastern Grove light.

No. 65 (first publication).—The Superintendent, Light-houses, Burma, has given Notice, dated the 4th February 1919, that the Eastern Grove Light will be shut down from the 1st March 1919 and will not be re-exhibited till the 1st April 1919.

While this light is shut down a temporary fixed light of about 1,000 candle power will be exhibited from the lantern platform visible 6 miles. A blue flare will also be burnt every 20 minutes.

BAY OF BENGAL.

No. 66 (first publication).—

Caution.—Report of a derelict Native Craft.

Subject.—The Master of the H. T. Burrumbeet reports having passed on the 22nd February 1919 a derelict Native Vessel, bottom up and copper covered, in the following position. The current at the time was setting about N. 50° E., 23 miles per day.

Position.—Lat. 17° 07′ N., long. 84° 58′ E.

Remarks.—Mariners are hereby warned.

Charts affected.—No. 829, Cocanada to Bassein river.
,, 70, Bay of Bengal.

Authority.—Presidency Port Officer, Madras, telegram, dated the 24th February 1919.

The 17th February 1919.

BRITISH POSSESSIONS.

Caution when approaching British Ports.

No. 53 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1919), are republished :—

PART I.

CLOSING OF PORTS.

Former Notice.—No. 814 of 1918 (*this office No. 256 of 1918*); hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire,

referred to in Part III of this Notice, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II, of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) **If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II, of this Notice.**

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At all the ports or localities at home or abroad referred to in Part III of this Notice, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

EXAMINATION SERVICE.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad, referred to in Part III of this Notice.

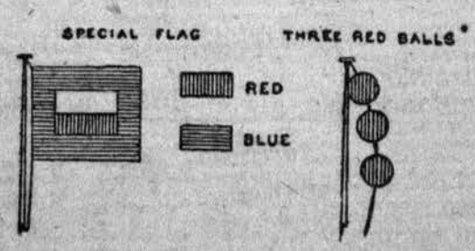
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the Port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night any of the ports mentioned in Part III, serious delay and risk will be avoided if four efficient all round lamps, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flags of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border) and a blue ensign.

Also, three red vertical balls if the port is closed.



By night the steamer will carry :—

(*a*) Three *red* vertical lights if the port is closed.
(*b*) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the distinguishing signal of their vessel ready to hoist immediately the Examination Steamer makes the signal.

(9) Masters are warned that, before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that they must not lower any boats, communicate with the shore, work cables, move the ship, or allow anyone to leave the ship, without permission from the Examination Steamer (except to avoid accident).

(10) In case of fog, Masters are enjoined to use the utmost care, and the Port should be approached with caution.

(11) Merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night: the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

PORTS OR LOCALITIES REFERRED TO.

United Kingdom.

Alderney.	Hartlepool.	Portsmouth.
Barrow.	Harwich.	Queenstown.
Barry.	Inverness firth.	River Humber.
Belfast.	Jersey.	" Mersey.
Berehaven.	Lerwick.	" Tay.
Blyth.		" Tees.
Clyde.	Lough Swilly.	" Thames.
Cromarty.	Milford Haven.	" Tyne.
Dover.	Newhaven.	Scapa Flow.
Falmouth.	Plymouth.	Sheerness.
Firth of Forth.	Portland.	Sunderland.
Guernsey.		

Canada.

Esquimalt.	Halifax.	Quebec.

Mediterranean.

Gibraltar.	Malta.

Indian Ocean.

Aden.	Colombo.	Mauritius.
Bombay.	Karachi.	Rangoon.
Calcutta.	Madras.	

China Sea.

Hong Kong.	Singapore.

Africa.

Durban.	Simons bay.
Sierra Leone.	Table bay.

Australia.

Adelaide.	Melbourne.	Sydney.
Brisbane.	Newcastle.	Thursday Island.
Fremantle.		

Tasmania.

Hobart.

New Zealand.

Auckland. Port Lyttelton.
Otago. Wellington.

West Indies.

Bermuda Port Royal, Jamaica.

PART IV.

SWEEPING OPERATIONS.

Notice is hereby given that under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty, and are now in force.

H. M. Vessels are constantly engaged, both singly and in pairs, in sweeping operations off the coasts of the United Kingdom, and whilst so engaged they are hampered to a very considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned, and for the public safety all other vessels, whether steamers or sailing craft, must keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass inside these distances or between the vessels of a pair, as the vessels may have mines trailing in their sweeps and also on account of the danger caused to traffic if mine-sweepers have to slip their sweeps to get out of the way of vessels.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(*a*) By vessels working singly:

A black ball at the foremast head, and a similar ball at each yard-arm or where they can best be seen.

Vessels showing this signal are not be approached nearer than 300 yards.

(*b*) By vessels working in pairs:

A black ball at the foremast head, and a similar ball at the yard-arm or where it can best be seen, on that side on which it is dangerous to pass

Vessels are not to pass within a distance of 400 yards astern of a single pair of sweepers, or when more than one pair are working in company within a distance of 400 yards astern of rear pair. They are on no account to attempt to pass between pairs working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all round green lights will be used in place of the black balls.

CAUTION.

Part IV of this Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in Part IV of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Note.

This Notice is a revision of Notice No. 814 of 1918. (*This office No. 256 of 1918.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 7741-18.*)

JAPAN.

Information with regard to Speed Trials of Warships and Vessels.

No. 54 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 27 of 1919), are republished :—

Warships or other vessels will display "A" flag of the International Code (white swallow-tailed flag with a blue fly) at the mast-head or yard-arm whilst undergoing speed trials in the vicinity of the areas given below, vessels are warned not to approach such vessels whilst the abovementioned signal is flown.

(*a*) Tokyo bay entrance—between Kannon saki and Su-no saki.
(*b*) Izumi nada—between Odari and Tsu dono hana.
(*c*) Hiroshima bay—between Atada shima and Shingoro jima.
(*d*) South of Nagasaki harbour—between Kaba shima and Hayami.
(*e*) Nagasaki harbour approach—off the coast of Miye ura.
(*f*) Maizuru bay approach—between Kamuri jima and Kyoga mi saki.
(*g*) Maizuru bay approach—between Kuro saki and Musōga hana.

Publication.—Japan Pilot, 1914, page 8.

Authority.—Tokyo Notice No. 206 of 1918. (*H. 7549-18.*)

RED SEA—GULF OF SUEZ.

Ras Gimsah Approach—Buoy established.

No. 55 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 38 of 1919), are republished :—

Position.—Off the southern end of Middle reef.
Lat. 27° 35′ 58″ N., long. 33° 39′ 03″ E.

Description.—Particulars are not stated. A conical buoy is to be inserted on the charts.

Charts affected.—No. 3752, Gimsah and Kabreit anchorages and approaches.
" 2838, Strait of Jubal.

Publication.—Red Sea, etc., Pilot, 1909, page 117; Revised Supplement (3), 1917.

Authority.—Anglo-Saxon Petroleum Company. (*H. 4965-18.*)

G. H. S. LATOUCHE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The 10th February 1919.

JAPAN—NAGASAKI APPROACH.

Kageno Shima Light—Alteration in Character.

No. 48 (third publication).—The following particulars, etc, relative to the above, issued by the British Admiralty (No. 1485 of 1918), are republished :—

Position.—Lat. 32° 42½′ N., long. 129° 49½′ E.

New abridged description.—Lt. Occ., *Red, 40 ft. vis. 11 m.*

Alteration.—The character of the light has been altered from fixed red to *occulting red every four seconds*, thus :—

Light. eclipse.
2 secs. 2 secs.

Remarks.—The light has a visibility of 11 miles.

Charts affected.—No. 2815, Nagasaki harbour.
" 2415, Approach to Nagasaki harbour.

Publications.—List of Lights, Part VI, 1918, No. 1890.
Japan Pilot, 1914, page 462.

Authority.—Tokyo Notice No. 194 of 1918. (*H. 6625/18.*)

AFRICA, EAST COAST AND INDIAN OCEAN ISLANDS.

(1) Africa, East Coast.

Information with regard to lights.

Traffic Regulations.

(2) Indian Ocean Islands.

Information with regard to certain lights.

Special directions for entering Diego Suarez.

No. 49 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1510 of 1918), are re-published :—

Former Notice.—No. 1318 of 1918 ; hereby cancelled.

(1) Africa, East Coast.

INFORMATION WITH REGARD TO LIGHTS.

(1) _____ | _____

(2) The following lights have been re-exhibited :—

All lights on the coast of Italian Somaliland.
All lights on the coast of the Portuguese Province of Mozambique.
Macuti light at Beira, in the Portuguese Province of Lourenco Marques.

TRAFFIC REGULATIONS.

_____ | _____

(2) Indian Ocean Islands.

I.—MADAGASCAR.

CAUTION WITH REGARD TO EXTINCTION OF CERTAIN LIGHTS.

All lights in Madagascar have been re-exhibited.

SPECIAL DIRECTIONS FOR ENTERING DIEGO SUAREZ.

_____ | _____

II.—MAURITIUS.

All lights in the island of Mauritius have been re-exhibited.

Note.

This Notice is a revision of the former Notice quoted above.

Publication.—List of Lights, Part VI, 1918, Nos. 74, 77-94, 100, 103, 167, 168, 172.

Authority.—The Lords Commissioners of the Admiralty. (*H. 7058/18.*)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Balaba'ágan (Little Paternoster) Islands—Existence of a Reef.

No. 50 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1525 of 1918), are republished :—

Position.—At a distance of one mile, 350° (*N. 12° W. Mag.*), from the northern end of Semángil.

Lat. 2° 26′ S., long. 117° 39¼′ E.

Depth.—2¾ fathoms.

Remarks.—The reef is of small extent.

Variation.—2°E.

Charts affected.—No. 2637, South part of the Strait of Makassar.
„ 941*b*, Eastern Archipelago, Sheet II.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 360.

Authority.—Hague Notice No. 1537 of 1918. (*H. 6815/18.*)

JAVA, SOUTH COAST—WYNKOOPS (PALABUAN RATU) BAY.

Palabuan Ratu Anchorage—Existence of Rock.

No. 51 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1537 of 1918), are republished :—

Position.—At a distance of 7 cables, 279° (*N. 82° W. Mag.*), from the flagstaff situated at a distance of about 6 cables south-eastward from Palabuan Ratu light.

Lat. 6° 59′ S., long. 106° 32¼′ E.

Depth.—6 feet.

Remarks.—The symbol for a rock with a depth of less than 6 feet of water is to be inserted on the charts in the above position.

Variation.—1° E.

Chart affected.—No. 3030, Plan of Wynkoops Bay.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 187.

Authority.—Hague Notice No. 1552 of 1918. (*H. 6954/18.*)

INDIA, EAST COAST—PAMBAN PASS.

Margarita Shoal Buoy not to be replaced.

No. 52 (third publication).—The Presidency Port Officer, Madras, has given Notice No. 3 of 1919 that the Margarita Shoal Buoy will not be replaced and it may be expunged from the charts.

DUNCAN F. VINES, CAPTAIN, R.I.M.,
Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, MARCH 12, 1919.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are published for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 3rd March 1919.*

AUSTRALIA—VICTORIA.

Port Phillip Entrance—Caution with regard to inward-bound Vessels.

No. 67 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 129 of 1919), are republished :—

Position.—Point Lonsdale, lat. 38° 17½′ S., long. 144° 37′ E.

Caution.—A black ball or shape 2 feet in diameter, displayed from Point Lonsdale Signal Station, indicates that the entrance to Port Phillip is temporarily closed to inward-bound traffic, and while this signal is flying no inward-bound vessel will be permitted to enter.

Publications.—Australia Directory, Vol. I, 1907, page 428; Revised Supplement (2), 1916.

Australia Pilot, Vol. II, 1918 (*in press*), page 92.

Authority.—Melbourne, Department of Ports and Harbours Notice No. 1 of 1918. (*H. 125-19.*)

NEW GUINEA, SOUTH-EAST COAST.

Milne Bay Approach—Existence of Rock.

No. 68 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 138 of 1919), are republished :—

Position.—At a distance of about 2½ miles northward of Bright islet. Lat. 10° 29′ 20″ S., long. 151° 12′ 40″ E.

Depth.—9 fathoms.

Description.—A rock of coral formation, about three-quarters of a cable in extent.

Charts affected.—No. 2123, Orangerie bay to Bramble haven.
,, 2764, Coral sea and Great Barrier reefs—sheet 2.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 106.

Authority.—H. M. A. S. *Una* Hyd. Note of 14th October 1918. (*H. 7384-18.*)

SUMATRA, NORTH-EAST COAST.

Deli River Entrance—Alteration in position of Light-Vessel.

No. 69 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 140 of 1919), are republished :—

New position (approximate).—At a distance of about $8\frac{2}{10}$ cables northward from former position and 2 miles and $4\frac{8}{10}$ cables, 77° (*N. 77° E. Mag.*), from the easternmost tree at Ujong Batu Chamal shown on the plan of Deli river.
Lat. 3° 54¼′ N., long. 98° 43′ E.

Description.—A light-vessel exhibiting an *occulting white* light.

Remarks.—The correct elevation of the light is 35 feet, and the visibility 10 miles, and the abridged description shown on the chart is to be amended accordingly.

Variation.—Nil.

Chart affected.—No. 1353, Diamond point to Pulo Berhala, with plan of Deli river.

Publications.—List of Lights, Part VI, 1918, No. 720.
China Pilot, Vol. 1, 1916, page 99.

Authority.—Hague Notice No. 1600 of 1918. (*H. 7152-18.*)

The 25th February 1919.

BORNEO, SOUTH COAST.

Kumai Bay—Existence of Shoal; Alteration in Position of Buoy.

No. 56 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 51 of 1919), are republished :—

(1) Existence of shoal :

Position.—Off the western side of Sangora banks.
Lat. 3° 14′ 00″ S., long. 111° 39′ 20″ E., on chart No. 1964.

Depth.—1½ fathoms, rock.

(2) Alteration in position of buoy :

New position.—At a distance of about $2\frac{3}{10}$ miles southward from former position and $2\frac{2}{10}$ cables westward of the position of the shoal given above.

Description.—A white conical buoy with ball topmark.

Charts affected.—No. 1964, Tanjong Puting to Tanjong Sambar.
,, 941*a*, Eastern Archipelago—sheet 1.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 327; Revised Supplement, 1917.

Authority.—Hague Notice No. 1602 of 1918. (*H. 7154-18.*)

SOUTH PACIFIC OCEAN—NEW CALEDONIA, SOUTH COAST.

Noumea Roadstead and Approach—Amendments to Charts.

No. 57 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 60 of 1919), are republished :—

Position.—Point Duiambo, lat. 22° 15¾′ S., long. 166° 26¾′ E.

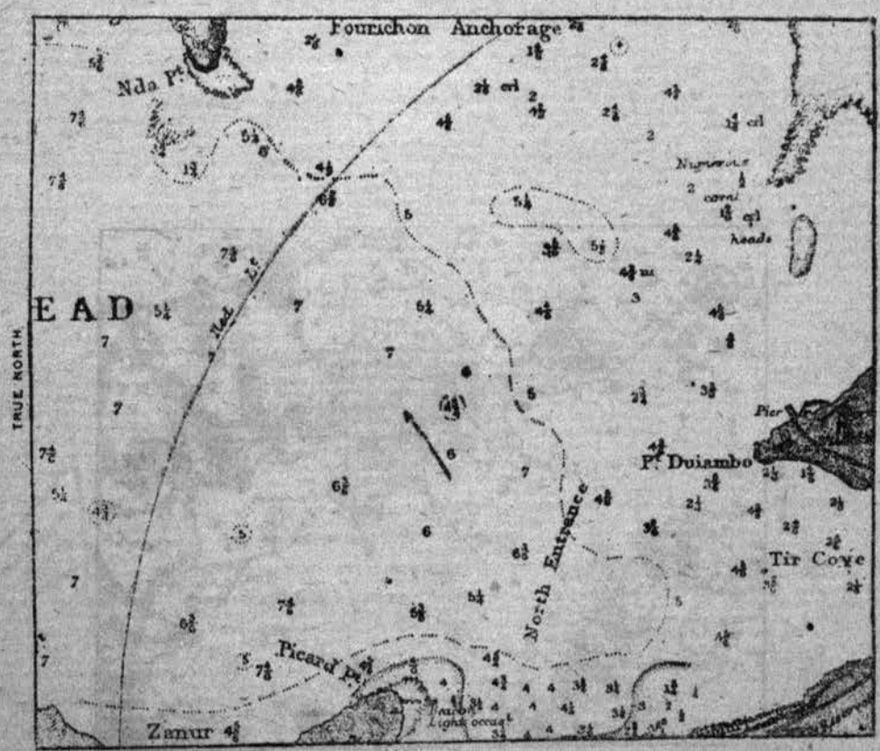
Details.—The accompanying reproductions of portions of charts Nos. 480, 2069 and 2907 show necessary amendments with regard to shoals and drying reefs in Noumea roadstead and approach.

Note.—The 1¼ fathom shoal southward of Freycinet island and the 4¾-fathom shoal north-westward of Kungu, shown on the reproduction of a portion of chart No. 2907, are to be inserted on chart No. 936*b*, in the place of the depth of 3 fathoms and 7 fathoms, respectively, formerly shown on the chart.

Charts affected.—No. 480, Port Noumea.
,, 2069, Approaches to Port Noumea.
,, 2907, Men island to St. Vincent bay.
,, 936*b*, New Caledonia—south-east part.

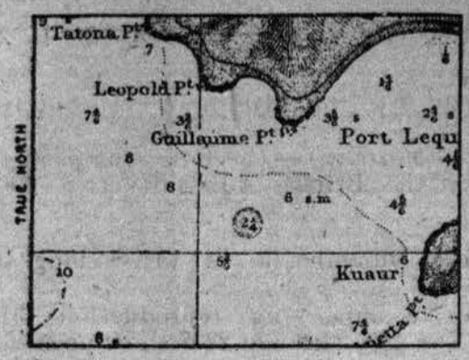
Publications.—Pacific Islands Pilot, Vol. II, 1908, pages 253, 255.
Pacific Islands Pilot, Vol. II, 1918 (*in press*), page 76.

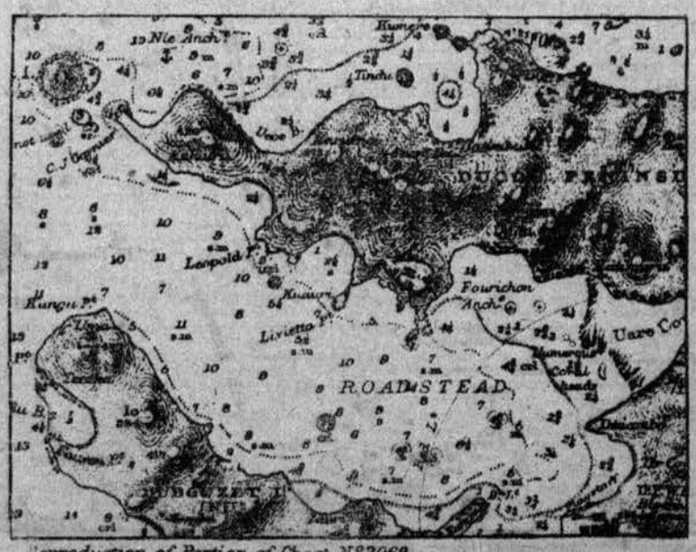
Authority.—French Government Chart of 1918. (*H. 6050-18.*)



Reproduction of Portions of Chart No. 480

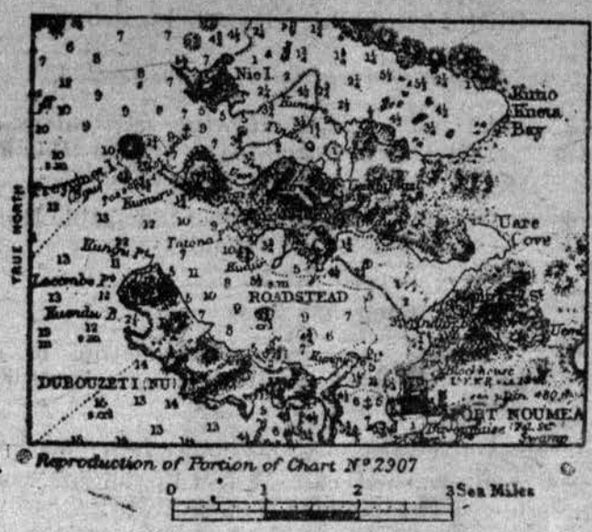
1 Sea Mile





Reproduction of Portion of Chart N°2069.

3 Sea Miles



JAVA, NORTH COAST—SURABAYA STRAIT.

West Gat—Prohibited Anchorage.

No. 58 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 63 of 1919), are republished :—

Position.—Ujong Piring, lat. 7° 02′ S., long. 112° 41¼′ E.

Details.—Anchorage is prohibited in the West Gat between the parallel of latitude 7° 00′ S. and a line joining Menari tree on the western side of the strait with the tide gauge house on the eastern side of the strait situated about one mile southward of Ujong Piring.

Chart affected—No. 934, Surabaya Strait.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 132, 136.

Authority.—Hague Notice No. 1601 of 1918. (*H. 7153-18.*)

AFRICA, EAST COAST.

Dar es Salaam Light—Alteration in Character.

No. 59 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 72 of 1919), are republished:—

Position.—On outer Makatumbe islet.

Lat. 6° 47¾′ S., long. 39° 20′ E.

New abridged description.—Lt. F., *96 ft.*

Alteration.—The character of the light has been altered from flashing white to *fixed white.*

Remarks.—The light is visible from 104° (*S. 71° E. Mag.*), through south, to 320° (*N. 35° W. Mag.*), obscured elsewhere.

Variation.—5° W.

Charts affected.—No. 674, Dar es Salaam, &c.
„ 640a, Pangani to Ras Kimbiji—southern sheet.
„ 662, Kilwa point to Zanzibar channel.
„ 669, Cape Delgado to Port Mombasa.

Publications.—List of Lights, Part VI, 1918, No. 103.
Africa Pilot, Part III, 1915. page 373.

Authority.—Hydrographic Department. (*H. 7405-18.*)

PERSIAN GULF—HALUL ISLAND.

(a) Beacon destroyed; (b) Cairn erected.

No. 60 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 7M. of 1919), are republished :—

Position.—(*a*) On Halul Island, about one cable from the beach on the S. E. side of the Island.

Lat. 25° 40′ N.

Long. 52° 25′ E.

Details.—The "Lawrence" beacon consisting of an iron girder surmounted by an iron triangle about 60 feet in height has disappeared.

Position.—(*b*) On the site of the former "Lawrence" beacon.

Details.—A whitewashed cairn, 8 feet in height, has been erected, and is conspicuous from seaward.

Chart affected.—No. 2837*b*, Persian Gulf, Eastern Sheet, with plan.

Publication.—Officer Commanding R. I. M. S. "Nearchus", dated 24th January 1919.

INDIA, WEST COAST—BOMBAY HARBOUR.

Panvel Creek—Wreck Disappeared.

No. 61 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 8M. of 1919), are republished :—

Position.—Panvel Creek entrance :—

Lat. 18° 58½′ N.

Long. 72° 58½′ E.

Details.—The wreck of the SS. "Godawari" in Panvel Creek has disappeared, and is not now causing any obstruction to navigation ; the buoy marking the position has therefore been removed.

Charts affected.—No. 2621, Bombay Harbour.

" 737, Arnala Island to Kundari Island.

Authority.—The Deputy Commissioner of Salt and Excise, Central Division, Camp Dahanu, 2nd February 1919.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating Light Vessel—Established.

No. 62 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 9M. of 1919), are republished :—

Former Notice—Admiralty No. 420 of 1918. (*This Office No. 24 of 1918.*)

Position.—Lat. 19° 06′ N.
Long. 72° 23′ E.

Characteristics of Light vessel :—

(*a*) *Light.*—Unwatched.

Character.—Occulting white light every 15 seconds, showing a light for 10½ seconds, and eclipse 4½ seconds' duration.

Elevation.—32 feet.

Visibility.—11 miles.

Power.—1.

(*b*) *Vessel.*—Hull painted red, tower with ball, Bombay Floating Light on sides.

Caution.—Owing to the mechanism of the light being out of order the flashes are not regular or of such long duration; they are cut off and become obscured by the rolling of the vessel.

Charts affected.—No. 737, Arnala Island to Kundari Island.
,, 2736, Gulf of Kutch to Viziadrug.
,, 826, Karachi to Vengurla.
,, 1012, Arabian Sea.

Publications.—List of Lights, Part VI, 1918, No. 384.
Indian List of Lights, 37th Issue, 1918, No. 89.
West Coast of India Pilot, 1909, page 215. Revised Supplement (3), 1918, relating to West Coast of India Pilot, 1909.

Authority.—The Port Officer, Bombay, dated 4th February 1919.

RED SEA—SUBMARINE CABLE BUOY LAID.

No. 63 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 11M. of 1919), are republished :—

Details.—Information, dated 8th February 1919, has been received from the General Superintendent, Eastern Telegraph Co., Ltd., that an unlighted cable buoy has been moored in the following position.

Position.—In 750 fathoms:
Lat. 18° 02′ N.
Long. 39° 55′ E.

Charts affected.—No. 8d, Red Sea sheet IV.
,, 2523, Red Sea (General).

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 372.

Authority.—Commanding Officer, Cable Ship "Cambria."

PERSIAN GULF.

Shatt-al-Arab Entrance—Existence of Wreck.

No. 64 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No 12M. of 1919), are republished :—

Position.—At a distance of about $16\frac{4}{10}$ cables 94° (S. 88° E. Mag.) from Outer Bar buoy.

Description.—Sunken wreck with masts showing six feet above water.

Caution.—The wreck constitutes a danger to navigation.

Variation.—2° E.

Chart affected.—No. 1235, Mouth of the Euphrates.

Authority.—Director, Sea Transport, Basra.

BAY OF BENGAL—BURMA COAST.

Rangoon River—Eastern Grove light.

No. 65 (second publication).—The Superintendent, Light-houses, Burma, has given Notice, dated the 4th February 1919, that the Eastern Grove Light will be shut down from the 1st March 1919 and will not be re-exhibited till the 1st April 1919.

While this light is shut down a temporary fixed light of about 1,000 candle power will be exhibited from the lantern platform visible 6 miles. A blue flare will also be burnt every 20 minutes.

BAY OF BENGAL.

No. 66 (second publication).—

Caution.—Report of a derelict Native Craft.

Subject.—The Master of the H. T. "Burrumbeet" reports having passed on the 22nd February 1919 a derelict Native Vessel, bottom up and copper covered, in the following position. The current at the time was setting about N. 50° E., 23 miles per day.

Position.—Lat. 17° 07′ N., long. 84° 58′ E.

Remarks.—Mariners are hereby warned.

Charts affected.—No. 829, Cocanada to Bassein river.
,, 70, Bay of Bengal.

Authority.—Presidency Port Officer, Madras, telegram, dated the 24th February 1919.*

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* *The 17th February 1919.*

BRITISH POSSESSIONS.

Caution when approaching British Ports.

No. 53 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1919), are republished :—

PART I.

CLOSING OF PORTS.

Former Notice.—No. 814 of 1918 (*this office No. 256 of 1918*); hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, referred to in Part III of this Notice, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II, of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) **If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II, of this Notice.**

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At all the ports or localities at home or abroad referred to in Part III of this Notice, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

EXAMINATION SERVICE.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad, referred to in Part III of this Notice.

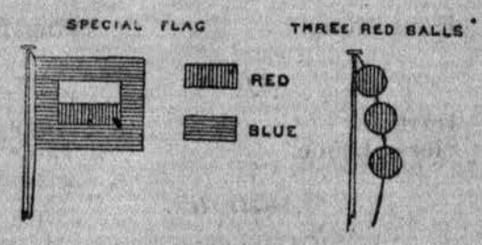
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the Port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night any of the ports mentioned in Part III, serious delay and risk will be avoided if four efficient all round lamps, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flags of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border) and a blue ensign.

Also, three red vertical balls if the port is closed.



By night the steamer will carry :—

(*a*) Three *red* vertical lights if the port is closed.
(*b*) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the distinguishing signal of their vessel ready to hoist immediately the Examination Steamer makes the signal.

(9) Masters are warned that, before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that they must not lower any boats, communicate with the shore, work cables, move the ship, or allow anyone to leave the ship, without permission from the Examination Steamer (except to avoid accident).

(10) In case of fog, Masters are enjoined to use the utmost care, and the Port should be approached with caution.

(11) Merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night : the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

PORTS OR LOCALITIES REFERRED TO.

United Kingdom.

Alderney.
Barrow.
Barry.
Belfast.
Berehaven.
Blyth.
Clyde.
Cromarty.
Dover.
Falmouth.
Firth of Forth
Guernsey.
Hartlepool.
Harwich.
Inverness firth.
Jersey.
Lerwick.
Lough Swilly.
Milford Haven.
Newhaven.
Plymouth.
Portland.
Portsmouth.
Queenstown.
River Humber.
" Mersey.
" Tay.
" Tees.
" Thames.
" Tyne.
Scapa Flow.
Sheerness.
Sunderland.

Canada.

Esquimalt.
Halifax.
Quebec.

Mediterranean.

Gibraltar.
Malta.

Indian Ocean.

Aden.
Bombay.
Calcutta.
Colombo.
Karachi.
Madras.
Mauritius.
Rangoon.

China Sea.

Hong Kong.
Singapore.

Africa.

Durban.
Sierra Leone.
Simons bay.
Table bay.

Australia.

Adelaide.
Brisbane.
Fremantle.
Melbourne.
Newcastle.
Sydney.
Thursday Island.

Tasmania.

Hobart.

New Zealand.

Auckland.
Otago.
Port Lyttelton
Wellington.

West Indies.

Bermuda
Port Royal, Jamaica.

PART IV.

SWEEPING OPERATIONS.

Notice is hereby given that under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty, and are now in force.

H. M. Vessels are constantly engaged, both singly and in pairs, in sweeping operations off the coasts of the United Kingdom, and whilst so engaged they are hampered to a very considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned, and for the public safety all other vessels, whether steamers or sailing craft, must keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass inside these distances or between the vessels of a pair, as the vessels may have mines trailing in their sweeps and also on account of the danger caused to traffic if mine-sweepers have to slip their sweeps to get out of the way of vessels.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(*a*) By vessels working singly:

A black ball at the foremast head, and a similar ball at each yard-arm or where they can best be seen.

Vessels showing this signal are not be approached nearer than 300 yards.

(*b*) By vessels working in pairs:

A black ball at the foremast head, and a similar ball at the yard-arm or where it can best be seen, on that side on which it is dangerous to pass

Vessels are not to pass within a distance of 400 yards astern of a single pair of sweepers, or when more than one pair are working in company within a distance of 400 yards astern of rear pair. They are on no account to attempt to pass between pairs working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all round green lights will be used in place of the black balls.

CAUTION.

Part IV of this Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in Part IV of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Note.

This Notice is a revision of Notice No. 814 of 1918. (*This office No. 256 of 1918.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 7741-18.*)

JAPAN.

Information with regard to Speed Trials of Warships and Vessels.

No. 54 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 27 of 1919), are republished:—

Warships or other vessels will display "A" flag of the International Code (white swallow-tailed flag with a blue fly) at the mast-head or yard-arm whilst undergoing speed trials in the vicinity of the areas given below, vessels are warned not to approach such vessels whilst the abovementioned signal is flown.

(*a*) Tokyo bay entrance—between Kannon saki and Su-no saki.
(*b*) Izumi nada—between Odari and Tsu dono hana.

(*c*) Hiroshima bay—between Atada shima and Shingoro jima.
(*d*) South of Nagasaki harbour—between Kaba shima and Hayami.
(*e*) Nagasaki harbour approach—off the coast of Miye ura.
(*f*) Maizuru bay approach—between Kamuri jima and Kyoga mi saki.
(*g*) Maizuru bay approach—between Kuro saki and Musōga hana.

Publication.—Japan Pilot, 1914, page 8.

Authority.—Tokyo Notice No. 206 of 1918. (*H. 7549-18.*)

RED SEA—GULF OF SUEZ.

Ras Gimsah Approach—Buoy established.

No. 55 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 38 of 1919), are republished :—

Position.—Off the southern end of Middle reef.
Lat. 27° 35′ 58″ N., long. 33° 39′ 03″ E.

Description.—Particulars are not stated. A conical buoy is to be inserted on the charts.

Charts affected.—No. 3752, Gimsah and Kabreit anchorages and approaches.
" 2838, Strait of Jubal.

Publication.—Red Sea, etc., Pilot, 1909, page 117; Revised Supplement (3), 1917.

Authority.—Anglo-Saxon Petroleum Company. (*H. 4965-18.*)

G. H. S. LATOUCHE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, MARCH 19, 1919.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are published for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 10th March 1919.*

CHINA SEA AND PACIFIC OCEAN.

Traffic Regulations, Extinction of Lights, and Discontinuance or Withdrawal of Aids to Navigation.

No. 70 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 155 of 1919), are republished :—

Former Notice.—No. 1245 of 1918; hereby cancelled.

I. PHILIPPINE ISLANDS.—MANILA BAY.

1. The south channel of the entrance to Manila bay is closed to all traffic, both incoming and outgoing, at all times, day or night, and under no circumstances shall it be used. The seaward limits of the entrance to this channel extend from La Monja island on the north to Limbones island on the south; and the inner limits from Corregidor island to San Nicolas shoal light.

2. The North channel is closed to traffic inward from sunset to sunrise, except to certain vessels engaged in public service. The seaward entrance to this channel is designated as being between Guardia shoal on the north and La Monja island on the south. Vessels will be permitted to leave Manila bay by the North channel without restriction as to time. The speed of all vessels passing through the North channel in the area enclosed by a line joining Guardia shoal and La Monja island, and one joining Lokanin (Limay) point and San Nicolas shoal light shall not exceed five knots.

3. The headquarters of the Naval Patrol is based in Mariveles harbour. A Naval Signal Station has been established on the highest elevation of Cochinos point at the western entrance to Mariveles harbour, as an adjunct to the Patrol Vessel.

4. A vessel desiring to enter Manila bay shall proceed to the vicinity of a position having La Monja island and Corregidor lighthouse in line, with Luzon point bearing 330° (*N. 31° W. Mag.*), flying her national colours,

together with International Code number and there stop until communicated with by the Harbour Patrol Vessel which will be in that vicinity. In the event of the absence of the Patrol Vessel from this locality, the vessel will proceed at a speed not exceeding five knots toward a line joining Guardia shoal and La Monja island, and there await instructions from Cochinos point Signal Station; this line shall not be passed until permission to do so has been granted.

5. In the event of a vessel being ordered by the Patrol Vessel or Cochinos Signal Station to proceed into Mariveles harbour, she shall under no circumstances cross to the eastward of a line joining Gorda point and La Monja island.

6. When a vessel has been granted permission to proceed through the North channel she will be given a code signal which shall be hoisted immediately and kept flying while within the restricted area above described. Under no circumstance shall she, on entering, pass a line joining Gorda point and La Monja island without displaying this signal.

7. The Cochinos Signal Station is provided with International signals, but routine signals may be made by shapes; that is to say, by ball, cubes (showing as squares), and cones.

Signals.

Proceed.—One Ball on yardarm (or Flag Signal).

Stop.—One Cube (Square) on yardarm or Rocket followed by Red Star (or Flag Signal).

Enter Mariveles Harbour.—One cone on yardarm point up, or Rocket followed by two Green Stars.

Patrol Ship Will Visit You.—Two Balls in vertical line from yardarm.

Hoist Safe Conduct Signal.—Cone, apex down, over Cube (Square). To be accompanied by designated letters.

8. Vessels are cautioned to use clean signal flags of sufficient size to be readily distinguished.

9. In case of a typhoon, a vessel arriving off the entrance of the North channel, and seeking shelter at night, shall burn a flare-up light at intervals. The signal granting permission to enter will be a rocket followed by two green stars, and this signal shall be repeated by a rocket fired from Corregidor. The vessel will then be entitled to proceed to an anchorage in Mariveles bay.

Failure to comply with any of the above regulations may result in the destruction of the offending vessel.

Variation.—1° E.

SÚBIC BAY.

Súbic bay is closed to traffic; any unauthorised vessel attempting to enter the port does so at her peril.

II.

III. SWATAU.

The following Regulations have been made by the Local Military Authorities at Swatau with reference to the existence of mines in the approaches to that port, and are now in force:—

1. Vessels are forbidden to proceed by the channel northward of Sugar Loaf lighthouse.

2. All vessels, including men-of-war, must enter and leave the port by the channel to the southward of Sugar Loaf lighthouse.

3. All vessels, including men of war, when entering and leaving, must, when at a distance of 3 miles from Sugar Loaf lighthouse, slow down to a speed not exceeding 6 knots.

4. Vessels leaving or approaching Sugar Loaf lighthouse may not anchor within a distance of 4 miles outside and 2 miles inside thereof, nor throw overboard heavy articles, to do so being dangerous.

5. A guardboat will be stationed by the authorities, which, in case of changes in the minefield, will approach and guide incoming and outgoing steamers.

6. All incoming and outgoing men-of-war and armed steamers should give 24 hours' notice of their expected arrival or departure to the Swatau police.

7. If vessels, including men-of-war, disregard the above rules and thereby incur risks, the local authorities will not accept responsibility.

8. The time for leaving and entering the port is fixed for the hours between 6 A.M. and 6 P.M.

IV.

V.

VI.

Note.—This Notice is a revision of the former Notice quoted above.

Publications.—List of Lights, Part VI, 1918, page 185 to 188.
List of Lights, Part VII, 1918, page 159.

Authority.—Hydrographic Department. U.S.A. Government Notices. (*H. 548-19.*)

SUMATRA, WEST COAST.

Berkulen Road—Information with regard to Shoals.

No. 71 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 176 of 1919), are republished :—

Former Notice.—No. 1356 of 1918. (*This office No. 29 of 1919.*)

1. Depth on shoal:

Position.—At a distance of 3 miles, 322° (*N. 38° W. Mag.*), from the Residency.
Lat. 3° 45′ S., long. 102° 13½′ E.

Details.—There is a depth of 2¼ fathoms on this shoal, which is of coral formation.

2. Existence of shoals:

(*a*) *Position.*—At a distance of 3¼ miles, 330° (*N. 30° W. Mag.*), from the Residency.
Depth.—1¼ fathoms, coral.

(*b*) *Position.*—At a distance of 3¼ miles, 340° (*N. 20° W. Mag.*), from the Residency.
Depth.—2½ fathoms, coral.

Variation.—Nil

Chart affected.—No. 2761, Chingkuk Bay to the Strait of Sunda, with plan.

Publication.—China Sea Pilot, Vol. I, 1918, page 395.

Authority.—Hague Notice No. 1665 of 1918. (*H. 7486-18.*)

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Replaced in position.

No. 72-I (first publication).—

Former Notices.—Nos. 346-I and 365-I of 1918.

Subject.—The South Patches light-vessel "Sarsuti" has been replaced in position on the 1st March 1919.

Position.—Lat. 21° 29½′ N., long. 91° 37¼′ E.

Charts affected.—No. 70, Bay of Bengal.
,, 829, Cocanada to Bassein River.
,, 859, Matla River to Elephant Point.

Publications.—List of Lights, Part VI, 1918, No. 630.
Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong. Notice, dated the 3rd March 1919.

G. H. S. LATOUCHE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The 3rd March 1919.

AUSTRALIA—VICTORIA.

Port Phillip Entrance—Caution with regard to inward-bound Vessels.

No. 67 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 129 of 1919), are republished :—

Position.—Point Lonsdale, lat. 38° 17½′ S., long. 144° 37′ E.

Caution.—A black ball or shape 2 feet in diameter, displayed from Point Lonsdale Signal Station, indicates that the entrance to Port Phillip is temporarily closed to inward-bound traffic, and while this signal is flying no inward-bound vessel will be permitted to enter.

Publications.—Australia Directory, Vol. I, 1907, page 428; Revised Supplement (2), 1916.
Australia Pilot, Vol. II, 1918 (*in press*), page 92.

Authority.—Melbourne, Department of Ports and Harbours Notice No. 1 of 1918. (*H. 125-19.*)

NEW GUINEA, SOUTH-EAST COAST.

Milne Bay Approach—Existence of Rock.

No. 68 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 138 of 1919), are republished :—

Position.—At a distance of about 2½ miles northward of Bright islet. Lat. 10° 29′ 20″ S., long. 151° 12′ 40″ E.

Depth.—9 fathoms.

Description.—A rock of coral formation, about three-quarters of a cable in extent.

Charts affected.—No. 2123, Orangerie bay to Bramble haven.
,, 2764, Coral sea and Great Barrier reefs—sheet 2.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 106.

Authority.—H. M. A. S. *Una* Hyd. Note of 14th October 1918. (*H. 7384-18.*)

SUMATRA, NORTH-EAST COAST.

Deli River Entrance—Alteration in position of Light-Vessel.

No. 69 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 140 of 1919), are republished :—

New position (approximate).—At a distance of about $8\frac{2}{10}$ cables northward from former position and 2 miles and $4\frac{8}{10}$ cables, 77° (*N. 77° E. Mag.*), from the easternmost tree at Ujong Batu Chamal shown on the plan of Deli river.

Lat. 3° 54¼′ N., long. 98° 43′ E.

Description.—A light-vessel exhibiting an *occulting white* light.

Remarks.—The correct elevation of the light is 35 feet, and the visibility 10 miles, and the abridged description shown on the chart is to be amended accordingly.

Variation.—Nil.

Chart affected.—No. 1353, Diamond point to Pulo Berhala, with plan of Deli river.

Publications.—List of Lights, Part VI, 1918, No. 720.
China Pilot, Vol. 1, 1916, page 99.

Authority.—Hague Notice No. 1600 of 1918. (*H. 7152-18.*)

G. H. S. LATOUCHE, COMDR., R.I.M.,
Acting Port Officer of Calcutta.

The 25th February 1919.

BORNEO, SOUTH COAST.

Kumai Bay—Existence of Shoal; Alteration in Position of Buoy.

No. 56 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 51 of 1919), are republished:—

(1) Existence of shoal:

Position.—Off the western side of Sangora banks.
Lat. 3° 14′ 00″ S., long. 111° 39′ 20″ E., on chart No. 1964.

Depth.—1½ fathoms, rock.

(2) Alteration in position of buoy:

New position.—At a distance of about $2\frac{3}{10}$ miles southward from former position and $2\frac{2}{10}$ cables westward of the position of the shoal given above.

Description.—A white conical buoy with ball topmark.

Charts affected.—No. 1964, Tanjong Puting to Tanjong Sambar.
,, 941*a*, Eastern Archipelago—sheet 1.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 327; Revised Supplement, 1917.

Authority.—Hague Notice No. 1602 of 1918. (*H. 7154-18.*)

SOUTH PACIFIC OCEAN—NEW CALEDONIA, SOUTH COAST.

Noumea Roadstead and Approach—Amendments to Charts.

No. 57 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 60 of 1919), are republished:—

Position.—Point Duiambo, lat. 22° 15¾′ S., long. 166° 26¾′ E.

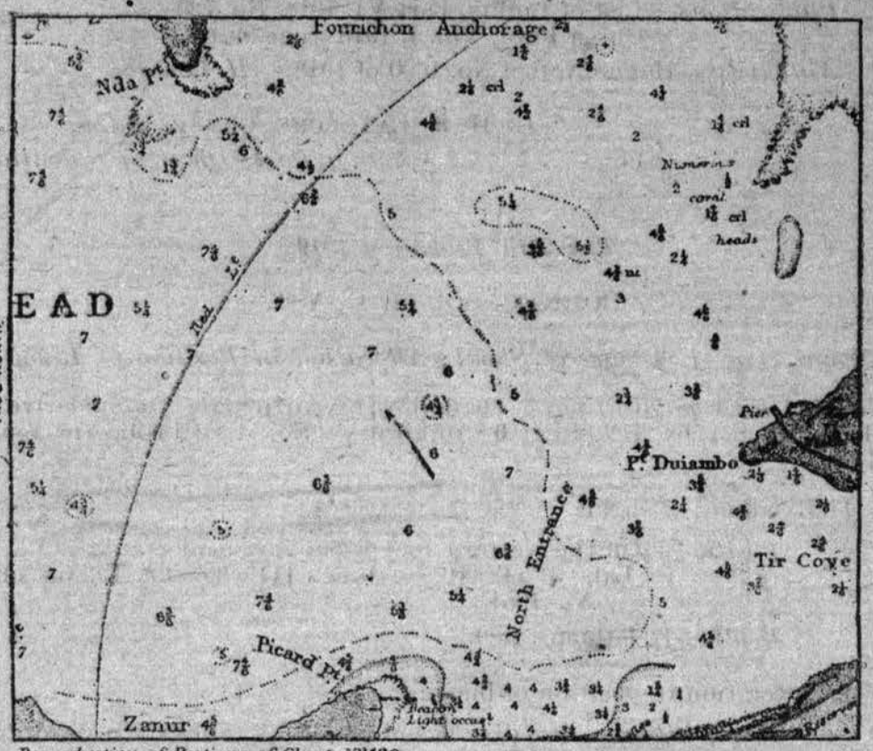
Details.—The accompanying reproductions of portions of charts Nos. 480, 2069 and 2907 show necessary amendments with regard to shoals and drying reefs in Noumea roadstead and approach.

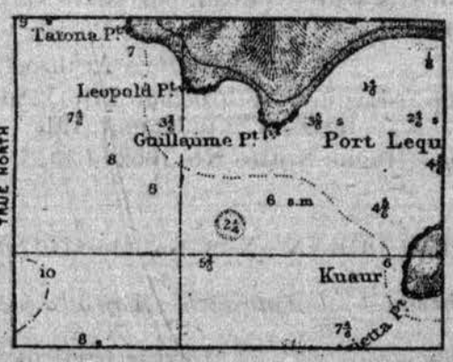
Note.—The 1¼ fathom shoal southward of Freycinet island and the 4¾-fathom shoal north-westward of Kungu, shown on the reproduction of a portion of chart No. 2907, are to be inserted on chart No. 936*b*, in the place of the depth of 3 fathoms and 7 fathoms, respectively, formerly shown on the chart.

Charts affected.—No. 480, Port Noumea.
" 2069, Approaches to Port Noumea.
" 2907, Men island to St. Vincent bay.
" 936*b*, New Caledonia—south-east part.

Publications.—Pacific Islands Pilot, Vol. II, 1908, pages 253, 255.
Pacific Islands Pilot, Vol. II, 1918 (*in press*), page 76.

Authority.—French Government Chart of 1918. (*H. 6050-18.*)





Reproduction of Portion of Chart No. 2069.

0 1 2 Sea Miles

Reproduction of Portion of Chart No. 2907

0 1 2 3 Sea Miles

JAVA, NORTH COAST—SURABAYA STRAIT.

West Gat—Prohibited Anchorage.

No. 58 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 63 of 1919), are republished :—

Position.—Ujong Piring, lat. 7° 02′ S., long. 112° 41¼′ E.

Details.—Anchorage is prohibited in the West Gat between the parallel of latitude 7° 00′ S. and a line joining Menari tree on the western side of the strait with the tide gauge house on the eastern side of the strait situated about one mile southward of Ujong Piring.

Chart affected—No. 934, Surabaya Strait.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 132, 136.

Authority.—Hague Notice No. 1601 of 1918. (*H. 7153-18.*)

AFRICA, EAST COAST.

Dar es Salaam Light—Alteration in Character.

No. 59 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 72 of 1919), are republished:—

Position.—On outer Makatumbe islet.

Lat. 6° 47¾′ S., long. 39° 20′ E.

New abridged description.—Lt. F., *96 ft.*

Alteration.—The character of the light has been altered from flashing white to *fixed white.*

Remarks.—The light is visible from 104° (*S. 71° E. Mag.*), through south, to 320° (*N. 25° W. Mag.*), obscured elsewhere.

Variation.—5° W.

Charts affected.—No. 674, Dar es Salaam, &c.

„ 640a, Pangani to Ras Kimbiji—southern sheet.

„ 662, Kilwa point to Zanzibar channel.

„ 669, Cape Delgado to Port Mombasa.

Publications.—List of Lights, Part VI, 1918, No. 103.

Africa Pilot, Part III, 1915. page 373.

Authority.—Hydrographic Department. (*H. 7405-18.*)

PERSIAN GULF—HALUL ISLAND.

(a) Beacon destroyed; (b) Cairn erected.

No. 60 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 7M. of 1919), are republished:—

Position.—(*a*) On Halul Island, about one cable from the beach on the S. E. side of the Island.

Lat. 25° 40′ N.

Long. 52° 25′ E.

Details.—The "Lawrence" beacon consisting of an iron girder surmounted by an iron triangle about 60 feet in height has disappeared.

Position.—(*b*) On the site of the former "Lawrence" beacon.

Details.—A whitewashed cairn, 8 feet in height, has been erected, and is conspicuous from seaward.

Chart affected.—No. 2837*b*, Persian Gulf, Eastern Sheet, with plan.

Publication.—Officer Commanding R. I. M. S. "Nearchus", dated 24th January 1919.

INDIA, WEST COAST—BOMBAY HARBOUR.

Panvel Creek—Wreck Disappeared.

No. 61 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 8M. of 1919), are republished:—

Position.—Panvel Creek entrance:—

Lat. 18° 58½′ N.

Long. 72° 58½′ E.

Details.—The wreck of the SS. "Godawari" in Panvel Creek has disappeared, and is not now causing any obstruction to navigation; the buoy marking the position has therefore been removed.

Charts affected.—No. 2621, Bombay Harbour.
,, 737, Arnala Island to Kundari Island.

Authority.—The Deputy Commissioner of Salt and Excise, Central Division, Camp Dahanu, 2nd February 1919.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating Light Vessel—Established.

No. 62 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 9M. of 1919), are republished :—

Former Notice—Admiralty No. 420 of 1918. (*This Office No. 24 of 1918.*)

Position.—Lat. 19° 06′ N.
Long. 72° 23′ E.

Characteristics of Light vessel :—

(*a*) *Light.*—Unwatched.

Character.—Occulting white light every 15 seconds, showing a light for 10½ seconds, and eclipse 4½ seconds' duration.

Elevation.—32 feet.

Visibility.—11 miles.

Power.—1.

(*b*) *Vessel.*—Hull painted red, tower with ball, Bombay Floating Light on sides.

Caution.—Owing to the mechanism of the light being out of order the flashes are not regular or of such long duration; they are cut off and become obscured by the rolling of the vessel.

Charts affected.—No. 737, Arnala Island to Kundari Island.
,, 2736, Gulf of Kutch to Viziadrug.
,, 826, Karachi to Vengurla.
,, 1012, Arabian Sea.

Publications.—List of Lights, Part VI, 1918, No. 384.
Indian List of Lights, 37th Issue, 1918, No. 89.
West Coast of India Pilot, 1909, page 215. Revised Supplement (3), 1918, relating to West Coast of India Pilot, 1909.

Authority.—The Port Officer, Bombay, dated 4th February 1919.

RED SEA—SUBMARINE CABLE BUOY LAID.

No. 63 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 11M. of 1919), are republished :—

Details.—Information, dated 8th February 1919, has been received from the General Superintendent, Eastern Telegraph Co., Ltd., that an unlighted cable buoy has been moored in the following position.

Position.—In 750 fathoms:
Lat. 18° 02′ N.
Long. 39° 55′ E.

Charts affected.—No. 8d, Red Sea sheet IV.
,, 2523, Red Sea (General).

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 372.

Authority.—Commanding Officer, Cable Ship "Cambria."

PERSIAN GULF.

Shatt-al-Arab Entrance—Existence of Wreck.

No. 64 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No 12M. of 1919), are republished :—

Position.—At a distance of about $16\frac{1}{10}$ cables 94° (S. 88° E. Mag.) from Outer Bar buoy.

Description.—Sunken wreck with masts showing six feet above water.

Caution.—The wreck constitutes a danger to navigation.

Variation.—2° E.

Chart affected.—No. 1235, Mouth of the Euphrates.

Authority.—Director, Sea Transport, Basra.

BAY OF BENGAL—BURMA COAST.

Rangoon River—Eastern Grove light.

No. 65 (third publication).—The Superintendent, Light-houses, Burma, has given Notice, dated the 4th February 1919, that the Eastern Grove Light will be shut down from the 1st March 1919 and will not be re-exhibited till the 1st April 1919.

While this light is shut down a temporary fixed light of about 1,000 candle power will be exhibited from the lantern platform visible 6 miles. A blue flare will also be burnt every 20 minutes.

BAY OF BENGAL.

No. 66 (third publication).—

Caution.—Report of a derelict Native Craft.

Subject.—The Master of the H. T. "Burrumbeet" reports having passed on the 22nd February 1919 a derelict Native Vessel, bottom up and copper covered, in the following position. The current at the time was setting about N. 50° E., 23 miles per day.

Position.—Lat. 17° 07′ N., long. 84° 58′ E.

Remarks.—Mariners are hereby warned.

Charts affected.—No. 829, Cocanada to Bassein river.
,, 70, Bay of Bengal.

Authority.—Presidency Port Officer, Madras, telegram, dated the 24th February 1919.

G. H. S. LATOUCHE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, MARCH 26, 1919.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are published for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 17th March 1919.*

PORTUGUESE EAST AFRICA—KILIMAN RIVER.

Tangalane Point—Leading Lights discontinued.

No. 73 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 191 of 1919), are republished:—

Position.—On Tangalane Point.

Lat. 18° 01½′ S., long. 36° 58¼′ E.

Details.—The fixed white leading lights, formerly exhibited in the above position, have been discontinued and are to be expunged from the charts.

Remarks.—A note "+*Site of Lighthouse*" is to be placed on the charts in the position hitherto occupied by the rear lighthouse, and the particulars of the Astronomical position in the title are to be amended accordingly.

Charts affected.—No. 650, Plan of Kiliman River, with view.
" 1810, River Zambesi to Mozambique Harbour.
" 597, Delagoa Bay to Cape Guardafui.

Publications.—List of Lights, Part VI, 1919, Nos. 82, 83.
Africa Pilot, Part III, 1915, page 254.

Authority.—H.B.M. Consul-General, Lourenço Marques. (*H. 4930/18.*)

PHILIPPINE ISLANDS—PANAY ISLAND.

Iloilo Strait Approach—Non-existence of reported Shoal.

No. 74 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 200 of 1919), are republished:—

Position on charts.—In the southern approach to Iloilo strait.

Lat. 10° 33′ N., long. 122° 23′ E.

Description.—A 5-fathom shoal marked "Not examined (1914). (P.A.)"

Remarks.—This shoal does not exist and is to be expunged from the charts.

Charts affected.—No. 2578, Eastern part of the Sulu or Mindoro Sea.
„ 943, Molucca passage to Manila.
„ 1263, China Sea.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 327; Revised Supplement (2), 1917.

Authority.—U.S.A. Government Chart. (*H. 7600/18.*)

JAPAN, INLAND SEA—SUWO NADA.

Hime Shima Channel—Existence of Rock.

No. 75 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 217 of 1919), are republished :—

Position.—At a distance of 16 cables, 248° (*S. 72° W. Mag.*), from Hime Shima 874-foot ▲.
Lat. 33° 43′ N., long. 131° 38′ E.

Depth.—3¾ fathoms.

Variation.—4° W.

Charts affected.—No. 770, Hime Shima roads.
„ 2875, Naikai or Inland sea.

Publication.—Japan Pilot, 1914, page 403.

Authority.—Tokyo Notice No. 200 of 1918. (*H. 7545-18.*)

BAY OF BENGAL.

Caution—Report of a wreck.

No. 76 (first publication)—

Subject.—The Master of the SS. "Clan Chattan" reports having passed on the 7th March 1919 at 15-40 Greenwich Mean Time, setting South-East, a wreck as follows :—

Details.—A wooden vessel about 100 feet long, copper sheathed, floating bottom up, with bows bushed in, showing above water.

Position.—Lat. 16° 33¾′ N., long. 85° 25½′ E.

Remarks.—Mariners are hereby cautioned.

Charts affected.—No. 829, Cocanada to Bassein river.
„ 70, Bay of Bengal.

Authority.—Port Officer, Chittagong, notice dated 12th March 1919.

BAY OF BENGAL.

Caution.—Report of a submerged derelict.

No. 77 (first publication)—

Subject.—The Master of the SS. "Bharata" reports having sighted on the 14th March 1919 a submerged derelict about 80 feet long, also a piece of wreckage in the following position. The current was setting Easterly :—

Position.—Lat. 16° 50′ N., long. 92° 56′ E.

Remarks.—Mariners are hereby warned.

Charts affected.—No. 829, Cocanada to Bassein river.
„ 70, Bay of Bengal.
„ 830, Bassein river to Pulo Penang.

Authority.—Master of the SS. "Bharata" telegram dated 15th March 1919.

The 10th March 1919.

CHINA SEA AND PACIFIC OCEAN.

Traffic Regulations, Extinction of Lights, and Discontinuance or Withdrawal of Aids to Navigation.

No. 70 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 155 of 1919), are republished :—

Former Notice.—No. 1245 of 1918; hereby cancelled.

I. PHILIPPINE ISLANDS.—MANILA BAY.

1. The south channel of the entrance to Manila bay is closed to all traffic, both incoming and outgoing, at all times, day or night, and under no circumstances shall it be used. The seaward limits of the entrance to this channel extend from La Monja island on the north to Limbones island on the south; and the inner limits from Corregidor island to San Nicolas shoal light.

2. The North channel is closed to traffic inward from sunset to sunrise, except to certain vessels engaged in public service. The seaward entrance to this channel is designated as being between Guardia shoal on the north and La Monja island on the south. Vessels will be permitted to leave Manila bay by the North channel without restriction as to time. The speed of all vessels passing through the North channel in the area enclosed by a line joining Guardia shoal and La Monja island, and one joining Lokanin (Limay) point and San Nicolas shoal light shall not exceed five knots.

3. The headquarters of the Naval Patrol is based in Mariveles harbour. A Naval Signal Station has been established on the highest elevation of Cochinos point at the western entrance to Mariveles harbour, as an adjunct to the Patrol Vessel.

4. A vessel desiring to enter Manila bay shall proceed to the vicinity of a position having La Monja island and Corregidor lighthouse in line, with Luzon point bearing 330° (*N. 31° W. Mag.*), flying her national colours, together with International Code number and there stop until communicated with by the Harbour Patrol Vessel which will be in that vicinity. In the event of the absence of the Patrol Vessel from this locality, the vessel will proceed at a speed not exceeding five knots toward a line joining Guardia shoal and La Monja island, and there await instructions from Cochinos point Signal Station; this line shall not be passed until permission to do so has been granted.

5. In the event of a vessel being ordered by the Patrol Vessel or Cochinos Signal Station to proceed into Mariveles harbour, she shall under no circumstances cross to the eastward of a line joining Gorda point and La Monja island.

6. When a vessel has been granted permission to proceed through the North channel she will be given a code signal which shall be hoisted immediately and kept flying while within the restricted area above described. Under no circumstance shall she, on entering, pass a line joining Gorda point and La Monja island without displaying this signal.

7. The Cochinos Signal Station is provided with International signals, but routine signals may be made by shapes; that is to say, by ball, cubes (showing as squares), and cones.

Signals.

Proceed.—One Ball on yardarm (or Flag Signal).

Stop.—One Cube (Square) on yardarm or Rocket followed by Red Star (or Flag Signal).

Enter Mariveles Harbour.—One cone on yardarm point up, or Rocket followed by two Green Stars.

Patrol Ship Will Visit You.—Two Balls in vertical line from yardarm

Hoist Safe Conduct Signal.—Cone, apex down, over Cube (Square). To be accompanied by designated letters.

8. Vessels are cautioned to use clean signal flags of sufficient size to be readily distinguished.

9. In case of a typhoon, a vessel arriving off the entrance of the North channel, and seeking shelter at night, shall burn a flare-up light at intervals. The signal granting permission to enter will be a rocket followed by two green stars, and this signal shall be repeated by a rocket fired from Corregidor. The vessel will then be entitled to proceed to an anchorage in Mariveles bay.

Failure to comply with any of the above regulations may result in the destruction of the offending vessel.

Variation.—1° E.

SÚBIC BAY.

Súbic bay is closed to traffic; any unauthorised vessel attempting to enter the port does so at her peril.

II.

III. SWATAU.

The following Regulations have been made by the Local Military Authorities at Swatau with reference to the existence of mines in the approaches to that port, and are now in force:—

1. Vessels are forbidden to proceed by the channel northward of Sugar Loaf lighthouse.

2. All vessels, including men-of-war, must enter and leave the port by the channel to the southward of Sugar Loaf lighthouse.

3. All vessels, including men of war, when entering and leaving, must, when at a distance of 3 miles from Sugar Loaf lighthouse, slow down to a speed not exceeding 6 knots.

4. Vessels leaving or approaching Sugar Loaf lighthouse may not anchor within a distance of 4 miles outside and 2 miles inside thereof, nor throw overboard heavy articles, to do so being dangerous.

5. A guardboat will be stationed by the authorities, which, in case of changes in the minefield, will approach and guide incoming and outgoing steamers.

6. All incoming and outgoing men-of-war and armed steamers should give 24 hours' notice of their expected arrival or departure to the Swatau police.

7. If vessels, including men-of-war, disregard the above rules and thereby incur risks, the local authorities will not accept responsibility.

8. The time for leaving and entering the port is fixed for the hours between 6 A.M. and 6 P.M.

IV.

V.

VI.

Note.—This Notice is a revision of the former Notice quoted above.

Publications.—List of Lights, Part VI, 1918, page 185 to 188.
List of Lights, Part VII, 1918, page 159.

Authority.—Hydrographic Department. U.S.A. Government Notices. (*H. 548-19.*)

SUMATRA, WEST COAST.

Berkulen Road—Information with regard to Shoals.

No. 71 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 176 of 1919), are republished:—

Former Notice.—No. 1356 of 1918. (*This office No. 29 of 1919.*)

1. Depth on shoal:

Position.—At a distance of 3 miles, 322° (*N. 38° W. Mag.*), from the Residency.

Lat. 3° 45′ S., long. 102° 13½′ E.

Details.—There is a depth of 2¼ fathoms on this shoal, which is of coral formation.

2. Existence of shoals:

(*a*) *Position.*—At a distance of 3¼ miles, 330° (*N. 30° W. Mag.*), from the Residency.

Depth.—1¼ fathoms, coral.

(*b*) *Position.*—At a distance of 3¼ miles, 340° (*N. 20° W. Mag.*), from the Residency.

Depth.—2½ fathoms, coral.

Variation.—Nil

Chart affected.—No. 2761, Chiugkuk Bay to the Strait of Sunda, with plan.

Publication.—China Sea Pilot, Vol. I, 1918, page 395.

Authority.—Hague Notice No. 1665 of 1918. (*H. 7486-18.*)

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Replaced in position.

No. 72-I (second publication).—

Former Notices.—Nos. 346-I and 365-I of 1918.

Subject.—The South Patches light-vessel "Sarsuti" has been replaced in position on the 1st March 1919.

Position.—Lat. 21° 29½′ N., long. 91° 37¼′ E.

Charts affected.—No. 70, Bay of Bengal.
,, 829, Cocanada to Bassein River.
,, 859, Matla River to Elephant Point.

Publications.—List of Lights, Part VI, 1918, No. 630.
Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice, dated the 3rd March 1919.

G. H. S. LATOUCHE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The 3rd March 1919.

AUSTRALIA—VICTORIA.

Port Phillip Entrance—Caution with regard to inward-bound Vessels.

No. 67 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 129 of 1919), are republished:—

Position.—Point Lonsdale, lat. 38° 17½′ S., long. 144° 37′ E.

Caution.—A black ball or shape 2 feet in diameter, displayed from Point Lonsdale Signal Station, indicates that the entrance to Port Phillip is temporarily closed to inward-bound traffic, and while this signal is flying no inward-bound vessel will be permitted to enter.

Publications.—Australia Directory, Vol. I, 1907, page 428; Revised Supplement (2), 1916.
Australia Pilot, Vol. II, 1918 (*in press*), page 92.

Authority.—Melbourne, Department of Ports and Harbours Notice No. 1 of 1918. (*H. 125-19.*)

NEW GUINEA, SOUTH-EAST COAST.

Milne Bay Approach—Existence of Rock.

No. 68 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 138 of 1919), are republished :—

Position.—At a distance of about 2½ miles northward of Bright islet. Lat. 10° 29′ 20″ S., long. 151° 12′ 40″ E.

Depth.—9 fathoms.

Description.—A rock of coral formation, about three-quarters of a cable in extent.

Charts affected.—No. 2123, Orangerie bay to Bramble haven.
" 2764, Coral sea and Great Barrier reefs—sheet 2.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 106.

Authority.—H. M. A. S. *Una* Hyd. Note of 14th October 1918. (*H. 7384-18.*)

SUMATRA, NORTH-EAST COAST.

Deli River Entrance—Alteration in position of Light-Vessel.

No. 69 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 140 of 1919), are republished :—

New position (approximate).—At a distance of about $8\frac{2}{10}$ cables northward from former position and 2 miles and $4\frac{8}{10}$ cables, 77° (*N. 77° E. Mag.*), from the easternmost tree at Ujong Batu Chamal shown on the plan of Deli river.
Lat. 3° 54¼′ N., long. 98° 43′ E.

Description.—A light-vessel exhibiting an *occulting white* light.

Remarks.—The correct elevation of the light is 35 feet, and the visibility 10 miles, and the abridged description shown on the chart is to be amended accordingly.

Variation.—Nil.

Chart affected.—No. 1353, Diamond point to Pulo Berhala, with plan of Deli river.

Publications.—List of Lights, Part VI, 1918, No. 720.
China Pilot, Vol. 1, 1916, page 99.

Authority.—Hague Notice No. 1600 of 1918. (*H. 7152-18.*)

G. H. S. LATOUCHE, COMDR., R.I.M.,
Acting Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, APRIL 2, 1919.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 24th March 1919.*

CELEBES, NORTH-WEST COAST—MAKASSAR STRAIT.

Pulo Tendeh—Shoal north-eastward of.

No. 78 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 253 of 1919), are republished :—

Position.—At a distance of about 2½ miles north-eastward from Pulo Tendeh.
Lat. 1° 11′ 25″ N., long. 120° 49′ 40″ E.
Depth.—4 fathoms.
Chart affected.—No. 3394, Tanjong Lutuno to Dondo point.
Publication.—Eastern Archipelago Pilot, Part II, 1913, page 420.
Authority.—Hague Notice No. 1632 of 1918. (*H. 7205-18.*)

INDIA—WEST COAST.

Cochin River Entrance—Alteration in Description of Buoys.

No. 79 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 257 of 1919), are republished :—

(*i*) *Position.*—On the northern side of the channel and at a distance of about 7 cables westward from Vaipin flagstaff.
Vaipin flagstaff, lat. 9° 58¾′ N., long. 76° 14½′ E.
New description.—A black can buoy in place of a black conical buoy.

(*ii*) *Position.*—On the northern side of the channel and at a distance of about 5¼ cables westward from (*i*).
New description.—A black can buoy in place of a black conical buoy with topmark.

(*iii*) *Position.*—At a distance of about 3 cables southward from (*ii*).
New description.—A red conical buoy in place of a red conical buoy with topmark.

Charts affected.—No. 65, Cochin River entrance.
" 749, Malabar coast from 11° 02′ N. to 9° 50′ N. latitude.
Publication.—W. C. of India Pilot, 1909, page 128; Revised Supplement (3), 1918.
Authority.—Marine Survey of India. (*H. 7305-18.*)

ARABIA—EAST COAST—GULF OF OMAN.

Maskat Leading Lights Unreliable.

No. 80 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 14M. of 1919), are republished :—

Former Notice.—Admiralty No. 1241 of 1918. (*This Office No. 8 of 1919.*)

(*a*) *Front light* :—
Position.—On the British Consulate Flag Staff.
Lat. 23° 37′ N., long. 58° 36′ E.

(*b*) *Rear light* :—
Position.—At a distance of about 2¼ cables 157° (S. 25° E. Mag.) from front light.
Description.—Leading lights, exhibiting fixed red light.
Remarks.—The exhibition of these lights is unreliable.
Variation.—2° E.
Chart affected.—No. 2869, Maskat and Al Matra.
Publications.—List of Lights, Part VI, 1918, page 33, Indian List of Lights, 37th issue, 1918, Nos. 21, 22.
Persian Gulf Pilot, 1915, pages 44, 45.
Authority.—The Officer Commanding H. M. S. "Britomart", dated Maskat, 28th February 1919.

ARABIAN SEA.

Derelict Dhow reported.

No. 81 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 15M. of 1919), are republished :—

Position.—Lat. 22° 02′ N.
Long. 63° 27′ E.
Details.—The Derelict Dhow reported is awash and constitutes a danger to navigation.
Charts temporarily affected.—No. 1012, Arabian Sea.
" 748*b*, Indian Ocean, Northern portion.
Authority.—The Commander-in-Chief, East Indies, dated 5th March 1919.

DUNCAN F. VINES, CAPTAIN, R.I.M.,
Port Officer of Calcutta.

The 17th March 1919.

PORTUGUESE EAST AFRICA—KILIMAN RIVER.

Tangalane Point—Leading Lights discontinued.

No. 73 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 191 of 1919), are republished :—

Position.—On Tangalane Point.
Lat. 18° 01½′ S., long. 36° 58¼′ E.

Details.—The fixed white leading lights, formerly exhibited in the above position, have been discontinued and are to be expunged from the charts.

Remarks.—A note "*+Site of Lighthouse*" is to be placed on the charts in the position hitherto occupied by the rear lighthouse, and the particulars of the Astronomical position in the title are to be amended accordingly.

Charts affected.—No. 650, Plan of Kiliman River, with view.
" 1810, River Zambesi to Mozambique Harbour.
" 597, Delagoa Bay to Cape Guardafui.

Publications.—List of Lights, Part VI, 1919, Nos. 82, 83.
Africa Pilot, Part III, 1915, page 254.

Authority.—H.B.M. Consul-General, Lourenço Marques. (*H. 4930/18.*)

PHILIPPINE ISLANDS—PANAY ISLAND.

Iloilo Strait Approach—Non-existence of reported Shoal.

No. 74 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 200 of 1919), are republished:—

Position on charts.—In the southern approach to Iloilo strait.

Lat. 10° 33′ N., long. 122° 23′ E.

Description.—A 5-fathom shoal marked "Not examined (1914) (P.A.)"

Remarks.—This shoal does not exist and is to be expunged from the charts.

Charts affected.—No. 2578, Eastern part of the Sulu or Mindoro Sea.
" 943, Molucca passage to Manila.
" 1263, China Sea.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 327; Revised Supplement (2), 1917.

Authority.—U.S.A. Government Chart. (*H. 7600/18.*)

JAPAN, INLAND SEA—SUWO NADA.

Hime Shima Channel—Existence of Rock.

No. 75 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 217 of 1919), are republished:—

Position.—At a distance of 16 cables, 248° (*S. 72° W. Mag.*), from Hime Shima 874-foot ▲.

Lat. 33° 43′ N., long. 131° 38′ E.

Depth.—3¾ fathoms.

Variation.—4° W.

Charts affected.—No. 770, Hime Shima roads.
" 2875, Naikai or Inland sea.

Publication.—Japan Pilot, 1914, page 403.

Authority.—Tokyo Notice No. 200 of 1918. (*H. 7545-18.*)

BAY OF BENGAL.

Caution—Report of a wreck.

No. 76 (second publication).—

Subject.—The Master of the SS. "Clan Chattan" reports having passed on the 7th March 1919 at 15-40 Greenwich Mean Time, setting South-East, a wreck as follows :—

Details.—A wooden vessel about 100 feet long, copper sheathed, floating bottom up, with bows bushed in, showing above water.

Position.—Lat. 16° 33¾′ N., long. 85° 25½′ E.

Remarks.—Mariners are hereby cautioned.

Charts affected.—No. 829, Cocanada to Bassein river.
" 70, Bay of Bengal.

Authority.—Port Officer, Chittagong, notice dated 12th March 1919.

BAY OF BENGAL.

Caution.—Report of a submerged derelict.

No. 77 (second publication).—

Subject.—The Master of the SS. "Bharata" reports having sighted on the 14th March 1919 a submerged derelict about 80 feet long, also a piece of wreckage in the following position. The current was setting Easterly :—

Position.—Lat. 16° 50′ N., long. 92° 56′ E.

Remarks.—Mariners are hereby warned.

Charts affected.—No. 829, Cocanada to Bassein river.
" 70, Bay of Bengal.
" 830, Bassein river to Pulo Penang.

Authority.—Master of the SS. "Bharata" telegram dated 15th March 1919.

The 10th March 1919.

CHINA SEA AND PACIFIC OCEAN.

Traffic Regulations, Extinction of Lights, and Discontinuance or Withdrawal of Aids to Navigation.

No. 70 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 155 of 1919), are republished :—

Former Notice.—No. 1245 of 1918; hereby cancelled.

I. PHILIPPINE ISLANDS.—MANILA BAY.

1. The south channel of the entrance to Manila bay is closed to all traffic, both incoming and outgoing, at all times, day or night, and under no circumstances shall it be used. The seaward limits of the entrance to this channel extend from La Monja island on the north to Limbones island on the south; and the inner limits from Corregidor island to San Nicolas shoal light.

2. The North channel is closed to traffic inward from sunset to sunrise, except to certain vessels engaged in public service. The seaward entrance to this channel is designated as being between Guardia shoal on the north and La Monja island on the south. Vessels will be permitted to leave Manila bay by the North channel without restriction as to time. The speed of all vessels passing through the North channel in the area enclosed by a line joining Guardia shoal and La Monja island, and one joining Lokanin (Limay) point and San Nicolas shoal light shall not exceed five knots.

3. The headquarters of the Naval Patrol is based in Mariveles harbour. A Naval Signal Station has been established on the highest elevation of Cochinos point at the western entrance to Mariveles harbour, as an adjunct to the Patrol Vessel.

4. A vessel desiring to enter Manila bay shall proceed to the vicinity of a position having La Monja island and Corregidor lighthouse in line, with Luzon point bearing 330° (*N. 31° W. Mag.*), flying her national colours, together with International Code number and there stop until communicated with by the Harbour Patrol Vessel which will be in that vicinity. In the event of the absence of the Patrol Vessel from this locality, the vessel will proceed at a speed not exceeding five knots toward a line joining Guardia shoal and La Monja island, and there await instructions from Cochinos point Signal Station; this line shall not be passed until permission to do so has been granted.

5. In the event of a vessel being ordered by the Patrol Vessel or Cochinos Signal Station to proceed into Mariveles harbour, she shall under no circumstances cross to the eastward of a line joining Gorda point and La Monja island.

6. When a vessel has been granted permission to proceed through the North channel she will be given a code signal which shall be hoisted immediately and kept flying while within the restricted area above described. Under no circumstance shall she, on entering, pass a line joining Gorda point and La Monja island without displaying this signal.

7. The Cochinos Signal Station is provided with International signals, but routine signals may be made by shapes; that is to say, by ball, cubes (showing as squares), and cones.

Signals.

Proceed.—One Ball on yardarm (or Flag Signal).

Stop.—One Cube (Square) on yardarm or Rocket followed by Red Star (or Flag Signal).

Enter Mariveles Harbour.—One cone on yardarm point up, or Rocket followed by two Green Stars.

Patrol Ship Will Visit You.—Two Balls in vertical line from yardarm.

Hoist Safe Conduct Signal.—Cone, apex down, over Cube (Square). To be accompanied by designated letters.

8. Vessels are cautioned to use clean signal flags of sufficient size to be readily distinguished.

9. In case of a typhoon, a vessel arriving off the entrance of the North channel, and seeking shelter at night, shall burn a flare-up light at intervals. The signal granting permission to enter will be a rocket followed by two green stars, and this signal shall be repeated by a rocket fired from Corregidor. The vessel will then be entitled to proceed to an anchorage in Mariveles bay.

Failure to comply with any of the above regulations may result in the destruction of the offending vessel.

Variation.—1° E.

SÚBIC BAY.

Súbic bay is closed to traffic; any unauthorised vessel attempting to enter the port does so at her peril.

III. SWATAU.

The following Regulations have been made by the Local Military Authorities at Swatau with reference to the existence of mines in the approaches to that port, and are now in force :—

1. Vessels are forbidden to proceed by the channel northward of Sugar Loaf lighthouse.

2. All vessels, including men-of-war, must enter and leave the port by the channel to the southward of Sugar Loaf lighthouse.

3. All vessels, including men of war, when entering and leaving, must, when at a distance of 3 miles from Sugar Loaf lighthouse, slow down to a speed not exceeding 6 knots.

4. Vessels leaving or approaching Sugar Loaf lighthouse may not anchor within a distance of 4 miles outside and 2 miles inside thereof, nor throw overboard heavy articles, to do so being dangerous.

5. A guardboat will be stationed by the authorities, which, in case of changes in the minefield, will approach and guide incoming and outgoing steamers.

6. All incoming and outgoing men-of-war and armed steamers should give 24 hours' notice of their expected arrival or departure to the Swatau police.

7. If vessels, including men-of-war, disregard the above rules and thereby incur risks, the local authorities will not accept responsibility.

8. The time for leaving and entering the port is fixed for the hours between 6 A.M. and 6 P.M.

IV.

V.

VI.

Note.—This Notice is a revision of the former Notice quoted above.

Publications.—List of Lights, Part VI. 1918, page 185 to 188.
List of Lights, Part VII, 1918, page 159.

Authority.—Hydrographic Department. U.S.A. Government Notices. (*H. 548-19.*)

SUMATRA, WEST COAST.

Berkulen Road—Information with regard to Shoals.

No. 71 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 176 of 1919), are re-published :—

Former Notice.—No. 1356 of 1918. (*This office No. 29 of 1919.*)

1. Depth on shoal:

Position.—At a distance of 3 miles, 322° (*N. 38° W. Mag.*), from the Residency.

Lat. 3° 45′ S., long. 102° 13½′ E.

Details.—There is a depth of 2¼ fathoms on this shoal, which is of coral formation.

2. Existence of shoals:

(*a*) *Position.*—At a distance of 3¼ miles, 330° (*N. 30° W. Mag.*), from the Residency.

Depth.—1¼ fathoms, coral.

(*b*) *Position.*—At a distance of 3¼ miles, 340° (*N. 20° W. Mag.*), from the Residency.

Depth.—2½ fathoms, coral.

Variation.—Nil.

Chart affected.—No. 2761, Chingkuk Bay to the Strait of Sunda, with plan.

Publication.—China Sea Pilot, Vol. I, 1918, page 395.

Authority.—Hague Notice No. 1665 of 1918. (*H. 7486-18.*)

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Replaced in position.

No. 72-I (third publication).—

Former Notices.—Nos. 346-I and 365-I of 1918.

Subject.—The South Patches light-vessel "Sarsuti" has been replaced in position on the 1st March 1919.

Position.—Lat. 21° 29½′ N., long. 91° 37¼′ E.

Charts affected.—No. 70, Bay of Bengal.
„ 829, Cocanada to Bassein River.
„ 859, Matla River to Elephant Point.

Publications.—List of Lights, Part VI, 1918, No. 630.
Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice, dated the 3rd March 1919.

G. H. S. LATOUCHE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, APRIL 9, 1919.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 31st March 1919.*

CELEBES—MAKASSAR STRAIT.

Lingadang Road—Existence of Reef.

No. 82 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 277 of 1919), are republished :—

Position.—Northward of the detached reef and at a distance of 6 cables, 333° (*N. 29° W. Mag.*), from the easternmost house of Lingadang village as shown on the chart.
Lat. 1° 20′ N., long. 120° 51¾′ E.

Depth.—2½ fathoms.
Variation.—2° E.
Charts affected.—No. 2662, Plan of Lingadang Road and Belonlioh Bay.
" 3394, Tanjong Lutuno to Dondo Point.
Publication.—Eastern Archipelago Pilot, Part II, 1913, page 555.
Authority.—Hague Notice No. 1633 of 1918. (*H. 7206/18.*)

KOREA, WEST COAST—CHO DA CHANNEL.

Iwa Ki Sho (Banjo Reef)—Decreased Depth.

No. 83 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 286 of 1919), are republished :—

Position.—Lat. 38° 32¼′ N., long. 124° 56½′ E.
Details.—The depth over this reef is three-quarters of a fathom, and the symbol for a rock with a depth of less than 6 feet is to be substituted for the 2 fathoms hitherto shown on the charts.

Charts affected.—No. 1655, Southern approach to Ping yang inlet.
„ 1656, Ping yang inlet.
„ 1257, Approaches to Ping yang inlet and Yalu kiang.
„ 1256, Gulfs of Pe chili and Liau-tung.
„ 2347, Honshū, Kiusiu and Shikoku, &c.
„ 1262, Hongkong to Gulf of Liau-tung.

Publication.—China Pilot, Vol. V, 1912, page 589.

Authority.—Tokyo Notice No. 187 of 1918. (*H. 6622/18.*)

JAPAN, INLAND SEA—SUWO NADA.

Tokuyama Bay—Buoys established to mark Wreck.

No. 84 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 291 of 1919), are republished :—

(i) Bow buoy.

Position.—At a distance of 2 miles, 133° (*S. 43° E. Mag.*), from the 1035 foot summit on Kurokami shima.
Lat. 34° 00½′ N., long. 131° 45¾′ E.

(ii) Stern buoy.

Position.—At a distance of 2 miles and half a cable, 128° (*S. 48° E. Mag.*), from the above-mentioned summit.

Description.—Each a green conical buoy marked with the inscription in Japanese letters for a wreck.

Remarks.—The outline of the wreck the hull of which shows above water is to be inserted on the charts between the above buoys.

Variation.—4° W.

Charts affected.—No. 3153, Maruyama zaki to Ominase.
„ 2875, Naikai (Seto uchi) or Inland Sea.

Authority.—Tokyo Notice No. 211 of 1918. (*H. 7559/18.*)

NEW ZEALAND, NORTH COAST—AUCKLAND HARBOUR.

Okahu Point Light—Red Sector inserted.

No. 85 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 292 of 1919), are republished :—

Position.—At the outer end of Orakei wharf.
Lat. 36° 50½′ S., long. 174° 49′ E.

Details.—A *red* sector, covering the beacons at the end of the Orakei sewer outfall, has been inserted in the above light visible from 228° (*S. 33° W. Mag.*) through west to 288° (*N. 87° W. Mag.*).

Variation.—15° E.

Charts affected.—No. 1970, Auckland harbour and approaches.
„ 1896, Entrances to Auckland Harbour.

Publication.—List of Lights, Part VI, 1919, No. 2877.

Authority.—Wellington Notice No. 60 of 1918. (*H. 7069/18.*)

JAVA, SOUTH COAST—WYNKOOPS (PALABUAN RATU) BAY.

Palabuan Ratu Anchorage—Non-existence of Rock.

No. 86 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 307 of 1919), are republished :—

Former Notice.—No. 1537 of 1918. *(This office No. 51 of 1919.)*

Position on chart.—At a distance of 7 cables, 279° *(N. 82° W. Mag.)*, from the flagstaff situated at a distance of about 6 cables south-eastward from Palabuan Ratu light.

Lat. 6° 59′ S, long. 106° 32¼′ E.

Details.—Further information has been received that the rock formerly reported to be situated in the above position does not exist, and it is to be expunged from the chart.

Variation.—1° E.

Chart affected.—No. 3030, Plan of Wynkoops Bay.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 187.

Authority.—Hague Notice No. 1749 of 1918. *(H. 134/19.)*

JAPAN—HOKUSHU ISLAND.

Nemoro Light—Alteration in Character.

No. 87 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 308 of 1919), are republished :—

Position.—Near the northern end of Benten jima.

Lat. 43° 20½′ N., long. 145° 34¾′ E.

New abridged description.—Lt. Occ. *ev. 5 sec., 56 ft., vis. 13 m.*

Alteration.—The character of the light has been altered from alternating white and red to *occulting white every five seconds*, thus :—

Light.	eclipse.
3 secs	2 secs.

Remarks.—The light is visible 13 miles and has a power of 280 candles.

Charts affected.—No. 3600, Plan of Nemoro anchorage.
„ 507, Go yo mai channel to Nemoro kaikyo, &c
„ 452, Hokushu island.
„ 2405, The Kuril islands.
„ 2459, North-west Pacific Ocean, &c.

Publications.—List of Lights, Part VI, 1919, No. 2114.
Japan Pilot, 1914, page 737.

Authority.—Tokyo Notice No. 196 of 1918. *(H. 6627/18.)*

AUSTRALIA, VICTORIA—PORT PHILLIP.

West Channel—Alteration in Lights of Light-Buoys.

No. 88 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 310 of 1919), are republished :—

(i) Alteration in character of light of No. 12 light-buoy :

Position.—Marking the shoal situated at a distance of about 18 cables eastward from the white beacon on the northern entrance point to Swan Bay.

Lat. 38° 13¼′ S., long. 144° 44′ E.

Alteration.—The character of the light of this light-buoy has been altered from group flashing white to *flashing red every six seconds.*

(ii) Alteration in colour of light of No. 2, Royal George light-buoy:

Position.—Marking the eastern end of Royal George shoal and a a distance of about 11½ cables south-eastward from Swan beacon.

Alteration.—The colour of the *occulting* light of this light-buoy has been altered from red to *green*.

Charts affected.—No. 309, Port Phillip—West channel.
" 2747, Entrance to Port Phillip.
" 1171, Port Phillip.

Publication.—Australia Pilot, Vol. II, 1918, page 110.

Authority.—Melbourne, Department of Ports and Harbours Notice No. 6 of 1918. (*H. 61/19.*)

INDIA, WEST COAST.

Calicut Approach—Wreck north-westward of.

No. 89 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 316 of 1919), are republished:—

Position (approximate).—At a distance of $5\frac{6}{10}$ miles, 304° (*N. 56° W. Mag.*), from Calicut old light tower.
Lat. 11° 18′ N., long. 75° 41′ E.

Description.—A sunken wreck with one mast showing above water.

Variation.—Nil.

Charts affected.—No. 64, Sacrifice rock to Beipur.
" 747, Mount Dilli to Calicut.
" 827, Vengurla to Cape Comorin.

Authority.—Madras Notice No. 43 of 1918. (*H. 6798-18.*)

JAPAN—HONSHU, SOUTH COAST.

Hino Misaki Lighthouse—Rock northward of.

No. 90 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 334 of 1919), are republished:—

Position.—At a distance of about one mile northward from Hino Misaki lighthouse.
Lat. 33° 53′ 37″ N., long. 135° 03′ 02″ E., on chart No. 951.

Depth.—1¾ fathoms.

Charts affected.—No. 951, Osaki wan to Owashi wan.
" 2875, Naikai (Seto uchi) or Inland Sea.

Publication.—Japan Pilot, 1914, page 122.

Authority.—Tokyo Notice No. 226 of 1918. (*H. 328/19.*)

CHINA SEA—FORMOSA, NORTH COAST.

Kiirun Ko—Existence of Rocks.

No. 91 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 347 of 1919), are republished:—

(i) *Position.*—At a distance of $2\frac{4}{10}$ cables, 5° (*N. 7° E. Mag.*), from Banjintai Bi lighthouse.
Lat. 25° 09½′ N., long. 121° 44½′ E.

Depth.—6¾ fathoms.

(ii) *Position.*—At a distance of $2\frac{8}{10}$ cables, 22° (*N. 24° E. Mag.*), from Toban Sho lighthouse.

Depth.—3 fathoms.

(iii) *Position.*—Near the centre of Junk passage at a distance of $7\frac{4}{10}$ cables, 115° (*S. 63° E. Mag.*), from Toban Sho lighthouse.

Depth.—1 fathom.

Remarks.—The symbol for a rock with depth of less than 6 feet is to be inserted on the chart in the above position.

Variation.—2° W.

Charts affected.—No. 2618, Kiirun ko.
,, 3658, Auran road to So o wan.

Publication.—China Sea Pilot, Vol. V, 1912, page 230.

Authority.—Tokyo Notice No. 235 of 1918. (*H. 336/19.*)

CHINA SEA—GULF OF PE CHILI.

Taku Approach—Existence of Wreck.

No. 92 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 381 of 1919), are republished :—

Position.—At a distance of $1\frac{4}{10}$ miles, 313° (*N. 42° W. Mag.*), from the charted position of the Taku light-vessel.
Lat. 38° 57½′ N., long. 117° 51¼′ E.

Description.—Sunken wreck of a lighter.

Variation.—5° W.

Charts affected.—No. 2653, Pei-ho or Peking river.
,, 598, Li tsin ho to Ning hai.
,, 1256. Gulfs of Pe chili and Liau tung.

Authority.—Shanghai Notice No. 520 of 19th November 1918. (*H. 689/19.*)

JAPAN—INLAND SEA, HARIMA NADA.

Akashi no Seto—Correction to Chart with regard to Wrecks.

No. 93 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 383 of 1919), are republished :—

Former Notice.—No. 285 of 1918. (*This Office No. 134 of 1918.*)

1. Wreck to be expunged from chart:

Position.—Lat. 34° 33¼′ N., long. 134° 46¾′ E.

Remarks.—The wreck, over which there was formerly a depth of 10 fathoms, which has been removed, is still shown on some copies of the undermentioned chart, and is to be expunged.

2. Wreck to be re-inserted on the chart:

Position.—Lat. 34° 35′ 40″ N., long. 134° 55′ 30″ E.

Remarks.—The sunken wreck which exists in the above position is not shown on some copies of the undermentioned chart, and is to be inserted.

Chart affected.—No. 2875, Naikai (Seto uchi) or Inland Sea.

Authority.—Hydrographic Department. (*H. 911/19.*)

INDIA, EAST COAST—BAY OF BENGAL.

Madras Harbour—Re-exhibition of temporary light.

No. 94 (first publication).—With reference to Notice to Mariners No. 360 of 1918 issued by this Office, the Presidency Port Officer, Madras, has given further Notice (No. 7 of 1919) that the temporary fixed red light has been replaced and will be exhibited from the 8th March 1919.

DUNCAN F. VINES, CAPTAIN, R.I.M.,
Port Officer of Calcutta.

The 24th March 1919.

CELEBES, NORTH-WEST COAST—MAKASSAR STRAIT.

Pulo Tendeh—Shoal north-eastward of.

No. 78 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 253 of 1919), are republished :—

Position.—At a distance of about 2½ miles north-eastward from Pulo Tendeh.
Lat. 1° 11′ 25″ N., long. 120° 49′ 40″ E.
Depth.—4 fathoms.
Chart affected.—No. 3394, Tanjong Lutuno to Dondo point.
Publication.—Eastern Archipelago Pilot, Part II, 1913, page 420.
Authority.—Hague Notice No. 1632 of 1918. (*H. 7205-18.*)

INDIA—WEST COAST.

Cochin River Entrance—Alteration in Description of Buoys.

No. 79 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 257 of 1919), are republished :—

(*i*) *Position.*—On the northern side of the channel and at a distance of about 7 cables westward from Vaipin flagstaff.
Vaipin flagstaff, lat. 9° 58¼′ N., long. 76° 14½′ E.
New description.—A black can buoy in place of a black conical buoy.

(*ii*) *Position.*—On the northern side of the channel and at a distance of about 5¼ cables westward from (*i*).
New description.—A black can buoy in place of a black conical buoy with topmark.

(*iii*) *Position.*—At a distance of about 3 cables southward from (*ii*).
New description.—A red conical buoy in place of a red conical buoy with topmark.

Charts affected.—No. 65, Cochin River entrance.
" 749, Malabar coast from 11° 02′ N. to 9° 50′ N. latitude.
Publication.—W. C. of India Pilot, 1909, page 128; Revised Supplement (3), 1918.
Authority.—Marine Survey of India. (*H. 7305-18.*)

ARABIA—EAST COAST—GULF OF OMAN.

Maskat Leading Lights Unreliable.

No. 80 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 14M. of 1919), are republished :—

Former Notice.—Admiralty No. 1241 of 1918. (*This Office No. 8 of 1919.*)

(*a*) *Front light* :—
Position.—On the British Consulate Flag Staff.
Lat. 23° 37′ N., long. 58° 36′ E.

(*b*) *Rear light* :—
Position.—At a distance of about 2¼ cables 157° (S. 25° E. Mag.) from front light.
Description.—Leading lights, exhibiting fixed red light.
Remarks.—The exhibition of these lights is unreliable.
Variation.—2° E.
Chart affected.—No. 2869, Maskat and Al Matra.
Publications.—List of Lights, Part VI, 1918, page 33, Indian List of Lights, 37th issue, 1918, Nos. 21, 22.
Persian Gulf Pilot, 1915, pages 44, 45.
Authority.—The Officer Commanding H. M. S. "Britomart", dated Maskat, 28th February 1919.

ARABIAN SEA.

Derelict Dhow reported.

No. 81 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 15M. of 1919), are republished :—

Position.—Lat. 22° 02′ N.
Long. 63° 27′ E.

Details.—The Derelict Dhow reported is awash and constitutes a danger to navigation.

Charts temporarily affected.—No. 1012, Arabian Sea.
" 748*b*, Indian Ocean, Northern portion.

Authority.—The Commander-in-Chief, East Indies, dated 5th March 1919.

DUNCAN F. VINES, CAPTAIN, R.I.M.,
Port Officer of Calcutta.

The 17th March 1919.

PORTUGUESE EAST AFRICA—KILIMAN RIVER.

Tangalane Point—Leading Lights discontinued.

No. 73 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 191 of 1919), are republished :—

Position.—On Tangalane Point.
Lat. 18° 01½′ S., long. 36° 58¼′ E.

Details.—The fixed white leading lights, formerly exhibited in the above position, have been discontinued and are to be expunged from the charts.

Remarks.—A note "*+Site of Lighthouse*" is to be placed on the charts in the position hitherto occupied by the rear lighthouse, and the particulars of the Astronomical position in the title are to be amended accordingly.

Charts affected.—No. 650, Plan of Kiliman River, with view.
" 1810, River Zambesi to Mozambique Harbour.
" 597, Delagoa Bay to Cape Guardafui.

Publications.—List of Lights, Part VI, 1919, Nos. 82, 83.
Africa Pilot, Part III, 1915, page 254.

Authority.—H.B.M. Consul-General, Lourenço Marques. (*H. 4930/18.*)

PHILIPPINE ISLANDS—PANAY ISLAND.

Iloilo Strait Approach—Non-existence of reported Shoal.

No. 74 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 200 of 1919), are republished :—

Position on charts.—In the southern approach to Iloilo strait.
Lat. 10° 33′ N., long. 122° 23′ E.

Description.—A 5-fathom shoal marked "Not examined (1914). (P.A.)"

Remarks.—This shoal does not exist and is to be expunged from the charts.

Charts affected.—No. 2578, Eastern part of the Sulu or Mindoro Sea.
" 943, Molucca passage to Manila.
" 1263, China Sea.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 327; Revised Supplement (2), 1917.

Authority.—U.S.A. Government Chart. (*H. 7600/18.*)

JAPAN, INLAND SEA—SUWO NADA.

Hime Shima Channel—Existence of Rock.

No. 75 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 217 of 1919), are republished :—

Position.—At a distance of 16 cables, 248° (*S. 72° W. Mag.*), from Hime Shima 874-foot ▲.

Lat. 35° 43′ N., long. 131° 38′ E.

Depth.—3¾ fathoms.

Variation.—4° W.

Charts affected.—No. 770, Hime Shima roads.
„ 2875, Naikai or Inland sea.

Publication.—Japan Pilot, 1914, page 403.

Authority.—Tokyo Notice No. 200 of 1918. (*H. 7545-18.*)

BAY OF BENGAL.

Caution—Report of a wreck.

No. 76 (third publication).—

Subject.—The Master of the SS. "Clan Chattan" reports having passed on the 7th March 1919 at 15-40 Greenwich Mean Time, setting South-East, a wreck as follows :—

Details.—A wooden vessel about 100 feet long, copper sheathed, floating bottom up, with bows bushed in, showing above water.

Position.—Lat. 16° 33¾′ N., long. 85° 25½′ E.

Remarks.—Mariners are hereby cautioned.

Charts affected.—No. 829, Cocanada to Bassein river.
„ 70, Bay of Bengal.

Authority.—Port Officer, Chittagong, notice dated 12th March 1919.

BAY OF BENGAL.

Caution.—Report of a submerged derelict.

No. 77 (third publication).—

Subject.—The Master of the SS. "Bharata" reports having sighted on the 14th March 1919 a submerged derelict about 80 feet long, also a piece of wreckage in the following position. The current was setting Easterly :—

Position.—Lat. 16° 50′ N., long. 92° 56′ E.

Remarks.—Mariners are hereby warned.

Charts affected.—No. 829, Cocanada to Bassein river.
„ 70, Bay of Bengal.
„ 830, Bassein river to Pulo Penang.

Authority.—Master of the SS. "Bharata" telegram dated 15th March 1919.

G. H. S. LATOUCHE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, APRIL 16, 1919.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are published for general information.

F A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 4th April 1919.*

PERSIAN GULF.

Shatt-Al-Arab River Entrance.

Amended position of—Fao Flagstaff, Tidal Semaphore, Outer Bar (Fairway) Gas buoy and Light Vessel.

Additional Night Signal exhibited from the Tidal Semaphore.

No. 95 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 17M. of 1919), are republished :—

Former Notice No. 84M of 1918. (*This office No. 319 of 1918.*)

(1) *Amended position of Fao Flagstaff.*—On the south bank at the entrance to the river and near the mud fort.
Lat. 29° 58′ 24″ N.
Long. 48° 28′ 57″ E.

(2) *Amended position of Tidal Semaphore.*—On the Eastern side of the Channel across the Outer bar.
Lat. 29° 50′ 21″ N.
Long. 48° 42′ 58″ E.

(3) *Amended position of Outer bar (Fairway) Gas buoy.*—Lat. 29° 47′ 24″ N.
Long. 48° 45′ 18″ E.

(4) *Amended position of Light Vessel.*—Lat. 29° 43′ 23″ N.
Long. 48° 48′ 46″ E.

(5) *Additional Night Signal exhibited—*

(*a*) Arrangements have been made to exhibit electric light night signals from the Tidal Semaphore in lieu of oil lamps.

(*b*) As an experimental measure, from about the 1st March 1919, an additional night signal will be exhibited as follows :—

A green light below the other lights, denoting the intermediate half foot. and the green light will remain exhibited as long as there are six or more inches above the even foot.

Chart affected.—No. 1235, Mouth of the Euphrates.
Publicati n.- Persian Gulf Pilot, 1915, page 281.
Authority.—The Port Officer, Basra, dated 21st February 1919.

PERSIAN GULF.

Kais Island—Alteration in position of Light Vessel.

No. 96 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1919), are republished :—

Former Admiralty Notice No. 1184 of 1918. (*This Office No. 209 of 1918.*)

Details.—The Kais Island light-vessel, which had broken adrift from her moorings, has been re-established in the following position :—

New position.—At a distance of about 1 mile south of Kais Island, moored in a depth of 10 fathoms.

Lat. 26° 28′ 45″ N.
Long. 53° 57′ 30″ E.

Description.—The light-vessel exhibits a group flashing white light as described in the Admiralty and in the Indian List of Lights of 1918.

Remarks.—The light will be re-exhibited on the night of 23rd March 1919.

Chart affected.—No. 2837*a*, Persian Gulf, Eastern Sheet.

Publications.—List of Lights, Part VI, 1918, No. 302.
Indian List of Lights, 37th issue, 1918, No. 37.
Persian Gulf Pilot, 1915, page 237.

Authority.—The Commanding Officer, R. I. M. S. "Nearchus." Dated 17th March 1919.

INDIA—WEST COAST.

Bombay Approaches—Wreck Buoy removed.

No. 97 (first public tion).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 19M. of 1919), are republished :—

Former Notice No. 106-M. of 1918. (*This Office No. 2 of 1919.*)

Position on Chart.—At a distance of about 14·9 miles 238° (S. 58° W. Mag.) from Rajpuri point light.

Lat. 18° 08′ 43″ N.
Long. 72° 43′ 10″ E.

Details.—The wreck buoy shown on the Charts in the above position and marked "1917" has been removed and it is to be expunged from the Charts as the wreck is now no longer a danger to navigation.

Charts affected.—No. 738, Kundari Island to Boria Pagoda.
" 2736, Gulf of Kutch to Viziadrug.
" 826, Karáchi to Vengurla.
" 1012, Arabian Sea.

Authority.—The Director, Royal Indian Marine.

The 31st March 1919.

CELEBES—MAKASSAR STRAIT.

Lingadang Road—Existence of Reef.

No. 82 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 277 of 1919), are republished :—

Position.—Northward of the detached reef and at a distance of 6 cables, 333° (*N. 29° W. Mag.*), from the easternmost house of Lingadang village as shown on the chart.
Lat. 1° 20′ N., long. 120° 51¾′ E.

Depth.—2½ fathoms.

Variation.—2° E.

Charts affected.—No. 2662, Plan of Lingadang Road and Belonlioh Bay.
" 3394, Tanjong Lutuno to Dondo Point.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 555.

Authority.—Hague Notice No. 1633 of 1918. (*H. 7206/18.*)

KOREA, WEST COAST—CHO DA CHANNEL.

Iwa Ki Sho (Banjo Reef)—Decreased Depth.

No. 83 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 286 of 1919), are republished :—

Position.—Lat. 38° 32¼′ N., long. 124° 56½′ E.

Details.—The depth over this reef is three-quarters of a fathom, and the symbol for a rock with a depth of less than 6 feet is to be substituted for the 2 fathoms hitherto shown on the charts.

Charts affected.—No. 1655, Southern approach to Ping yang inlet.
" 1656, Ping yang inlet.
" 1257, Approaches to Ping yang inlet and Yalu kiang.
" 1256, Gulfs of Pe chili and Liau-tung.
" 2347, Honshū, Kiusiu and Shikoku, &c.
" 1262, Hongkong to Gulf of Liau-tung.

Publication.—China Pilot, Vol. V, 1912, page 589.

Authority.—Tokyo Notice No. 187 of 1918. (*H. 6622/18.*)

JAPAN, INLAND SEA—SUWO NADA.

Tokuyama Bay—Buoys established to mark Wreck.

No. 84 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 291 of 1919), are republished :—

(i) Bow buoy.

Position.—At a distance of 2 miles, 133° (*S. 43° E. Mag.*), from the 1035 foot summit on Kurokami shima.
Lat. 34° 00½′ N., long. 131° 45¾′ E.

(ii) Stern buoy.

Position.—At a distance of 2 miles and half a cable, 128° (*S. 48° E. Mag.*), from the above-mentioned summit.

Description.—Each a green conical buoy marked with the inscription in Japanese letters for a wreck.

Remarks.—The outline of the wreck the hull of which shows above water is to be inserted on the charts between the above buoys.

Variation.—4° W.

Charts affected.—No. 3153, Maruyama zaki to Ominase.
" 2875, Naikai (Seto uchi) or Inland Sea.

Authority.—Tokyo Notice No. 211 of 1918. (*H. 7559/18.*)

NEW ZEALAND, NORTH COAST—AUCKLAND HARBOUR.

Okahu Point Light—Red Sector inserted.

No. 85 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 292 of 1919), are republished :—

Position.—At the outer end of Orakei wharf.
Lat. 36° 50½′ S., long. 174° 49′ E.

Details.—A *red* sector, covering the beacons at the end of the Orakei sewer outfall, has been inserted in the above light visible from 228° (*S. 33° W. Mag.*) through west to 288° (*N. 87° W. Mag.*).

Variation.—15° E.

Charts affected.—No. 1970, Auckland harbour and approaches.
,, 1896, Entrances to Auckland Harbour.

Publication.—List of Lights, Part VI, 1919, No. 2877.

Authority.—Wellington Notice No. 60 of 1918. (*H. 7069/18.*)

JAVA, SOUTH COAST—WYNKOOPS (PALABUAN RATU) BAY.

Palabuan Ratu Anchorage—Non-existence of Rock.

No. 86 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 307 of 1919), are republished :—

Former Notice.—No. 1557 of 1918. (*This office No. 51 of 1919.*)

Position on chart.—At a distance of 7 cables, 279° (*N. 82° W. Mag.*), from the flagstaff situated at a distance of about 6 cables south-eastward from Palabuan Ratu light.
Lat. 6° 59′ S, long. 106° 32¼′ E.

Details.—Further information has been received that the rock formerly reported to be situated in the above position does not exist, and it is to be expunged from the chart.

Variation.—1° E.

Chart affected.—No. 3030, Plan of Wynkoops Bay.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 187.

Authority.—Hague Notice No. 1749 of 1918. (*H. 134/19.*)

JAPAN—HOKUSHU ISLAND.

Nemoro Light—Alteration in Character.

No. 87 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 308 of 1919), are republished :—

Position.—Near the northern end of Benten jima.
Lat. 43° 20½′ N., long. 145° 34¾′ E.

New abridged description.—Lt. Occ. *ev. 5 sec., 56 ft., vis. 13 m.*

Alteration.—The character of the light has been altered from alternating white and red to *occulting white every five seconds*, thus :—

$$\frac{\text{Light,}}{\text{3 secs}} \quad \frac{\text{eclipse.}}{\text{2 secs.}}$$

Remarks.—The light is visible 13 miles and has a power of 280 candles.

Charts affected.—No. 3600, Plan of Nemoro anchorage.
,, 507, Go yo mai channel to Nemoro kaikyo, &c.
,, 452, Hokushu island.
,, 2405, The Kuril islands.
,, 2459, North-west Pacific Ocean, &c.

Publications.—List of Lights, Part VI, 1919, No. 2114.
Japan Pilot, 1914, page 737.

Authority.—Tokyo Notice No. 196 of 1918. (*H. 6627/18.*)

AUSTRALIA, VICTORIA—PORT PHILLIP.

West Channel—Alteration in Lights of Light-Buoys.

No. 88 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 310 of 1919), are republished :—

(i) Alteration in character of light of No. 12 light-buoy :

Position.—Marking the shoal situated at a distance of about 18 cables eastward from the white beacon on the northern entrance point to Swan Bay.
Lat. 38° 13¼′ S., long. 144° 44′ E.

Alteration.—The character of the light of this light-buoy has been altered from group flashing white to *flashing red every six seconds.*

(ii) Alteration in colour of light of No. 2, Royal George light-buoy :

Position.—Marking the eastern end of Royal George shoal and at a distance of about 11½ cables south-eastward from Swan beacon

Alteration.—The colour of the *occulting* light of this light-buoy has been altered from red to *green.*

Charts affected.—No. 309, Port Phillip—West channel.
" 2747, Entrance to Port Phillip.
" 1171, Port Phillip.

Publication.—Australia Pilot, Vol. II, 1918, page 110.

Authority.—Melbourne, Department of Ports and Harbours Notice No. 6 of 1918. (*H. 61/19.*)

INDIA, WEST COAST.

Calicut Approach—Wreck north-westward of.

No. 89 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 316 of 1919), are republished :—

Position (approximate).—At a distance of $5\frac{6}{10}$ miles, 304° (*N. 56° W. Mag.*), from Calicut old light tower.
Lat. 11° 18′ N., long. 75° 41′ E.

Description.—A sunken wreck with one mast showing above water.

Variation.—Nil.

Charts affected.—No. 64, Sacrifice rock to Beipur.
" 747, Mount Dilli to Calicut.
" 827, Vengurla to Cape Comorin.

Authority.—Madras Notice No. 43 of 1918. (*H. 6798-18.*)

JAPAN—HONSHU, SOUTH COAST.

Hino Misaki Lighthouse—Rock northward of.

No. 90 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 334 of 1919), are republished :—

Position.—At a distance of about one mile northward from Hino Misaki lighthouse.
Lat. 33° 53′ 37″ N., long. 135° 03′ 02″ E., on chart No. 951.

Depth.—1¾ fathoms.

Charts affected.—No. 951, Osaki wan to Owashi wan.
" 2875, Naikai (Seto uchi) or Inland Sea.

Publication.—Japan Pilot, 1914, page 122.

Authority.—Tokyo Notice No. 226 of 1918. (*H. 328/19.*)

CHINA SEA—FORMOSA, NORTH COAST.

Kiirun Ko—Existence of Rocks.

No. 91 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 347 of 1919), are republished :—

(i) *Position.*—At a distance of $2\frac{4}{10}$ cables, 5° (*N. 7° E. Mag.*), from Banjintai Bi lighthouse.
Lat. 25° 09½′ N., long. 121° 44½′ E.
Depth.—6¾ fathoms.

(ii) *Position.*—At a distance of $2\frac{8}{10}$ cables, 22° (*N. 24° E. Mag.*), from Toban Sho lighthouse.
Depth.—3 fathoms.

(iii) *Position.*—Near the centre of Junk passage at a distance of $7\frac{4}{10}$ cables, 115° (*S. 63° E. Mag.*), from Toban Sho lighthouse.
Depth.—1 fathom.
Remarks.—The symbol for a rock with depth of less than 6 feet is to be inserted on the chart in the above position.

Variation.—2° W.
Charts affected.—No. 2618, Kiirun ko.
„ 3658, Auran road to So o wan.
Publication.—China Sea Pilot, Vol. V, 1912, page 230.
Authority.—Tokyo Notice No. 235 of 1918. (*H. 336/19.*)

CHINA SEA—GULF OF PE CHILI.

Taku Approach—Existence of Wreck.

No. 92 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 381 of 1919), are republished :—

Position.—At a distance of $1\frac{4}{10}$ miles, 313° (*N. 42° W. Mag.*), from the charted position of the Taku light-vessel.
Lat. 38° 57½′ N., long. 117° 51¼′ E.
Description.—Sunken wreck of a lighter.
Variation.—5° W.
Charts affected.—No. 2653, Pei-ho or Peking river.
„ 598, Li tsin ho to Ning hai.
„ 1256, Gulfs of Pe chili and Liau tung.
Authority.—Shanghai Notice No. 520 of 19th November 1918. (*H. 689/19.*)

JAPAN—INLAND SEA, HARIMA NADA.

Akashi no Seto—Correction to Chart with regard to Wrecks.

No. 93 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 383 of 1919), are republished :—

Former Notice.—No. 285 of 1918. (*This Office No. 134 of 1918.*)

1. Wreck to be expunged from chart :
Position.—Lat. 34° 33¼′ N., long. 134° 46¾′ E.
Remarks.—The wreck, over which there was formerly a depth of 10 fathoms, which has been removed, is still shown on some copies of the undermentioned chart, and is to be expunged.

2. Wreck to be re-inserted on the chart:

Position.—Lat. 34° 35′ 40″ N., long. 134° 55′ 30″ E.

Remarks.—The sunken wreck which exists in the above position is not shown on some copies of the undermentioned chart, and is to be inserted.

Chart affected.—No. 2875, Naikai (Seto uchi) or Inland Sea.

Authority.—Hydrographic Department. (*H. 911/19.*)

INDIA, EAST COAST—BAY OF BENGAL.

Madras Harbour—Re-exhibition of temporary light.

No. 94 (second publication).—With reference to Notice to Mariners No. 360 of 1918 issued by this Office, the Presidency Port Officer, Madras, has given further Notice (No. 7 of 1919) that the temporary fixed red light has been replaced and will be exhibited from the 8th March 1919.

The 24th March 1919.

CELEBES, NORTH-WEST COAST—MAKASSAR STRAIT.

Pulo Tendeh—Shoal north-eastward of.

No. 78 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 253 of 1919), are republished :—

Position.—At a distance of about 2½ miles north-eastward from Pulo Tendeh.
Lat. 1° 11′ 25″ N., long. 120° 49′ 40″ E.

Depth.—4 fathoms.

Chart affected.—No. 3394, Tanjong Lutuno to Dondo point.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 420.

Authority.—Hague Notice No. 1632 of 1918. (*H. 7205-18.*)

INDIA—WEST COAST.

Cochin River Entrance—Alteration in Description of Buoys.

No. 79 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 257 of 1919), are republished :—

(*i*) *Position.*—On the northern side of the channel and at a distance of about 7 cables westward from Vaipin flagstaff.
Vaipin flagstaff, lat. 9° 58¼′ N., long. 76° 14½′ E.

New description.—A black can buoy in place of a black conical buoy.

(*ii*) *Position.*—On the northern side of the channel and at a distance of about 5¼ cables westward from (*i*).

New description.—A black can buoy in place of a black conical buoy with topmark.

(*iii*) *Position.*—At a distance of about 3 cables southward from (*ii*).

New description.—A red conical buoy in place of a red conical buoy with topmark.

Charts affected.—No. 65, Cochin River entrance.
„ 749, Malabar coast from 11° 02′ N. to 9° 50′ N. latitude.

Publication.—W. C. of India Pilot, 1909, page 128; Revised Supplement (3), 1918.

Authority.—Marine Survey of India. (*H. 7305-18.*)

ARABIA—EAST COAST—GULF OF OMAN.

Maskat Leading Lights Unreliable.

No. 80 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 14M. of 1919), are republished :—

Former Notice.—Admiralty No. 1241 of 1918. (*This Office No. 8 of 1919.*)

(*a*) *Front light* :—

Position.—On the British Consulate Flag Staff.
Lat. 23° 37′ N., long. 58° 36′ E.

(*b*) *Rear light* :—

Position.—At a distance of about 2¼ cables 157° (S. 25° E. Mag.) from front light.

Description.—Leading lights, exhibiting fixed red light.

Remarks.—The exhibition of these lights is unreliable.

Variation.—2° E.

Chart affected.—No. 2869, Maskat and Al Matra.

Publications.—List of Lights, Part VI, 1918, page 33, Indian List of Lights, 37th issue, 1918, Nos. 21, 22. Persian Gulf Pilot, 1915, pages 44, 45.

Authority.—The Officer Commanding H. M. S. "Britomart", dated Maskat, 28th February 1919.

ARABIAN SEA.

Derelict Dhow reported.

No. 81 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 15M. of 1919), are republished :—

Position.—Lat. 22° 02′ N.
Long. 63° 27′ E.

Details.—The Derelict Dhow reported is awash and constitutes a danger to navigation.

Charts temporarily affected.—No. 1012, Arabian Sea.
" 748*b*, Indian Ocean, Northern portion.

Authority.—The Commander-in-Chief, East Indies, dated 5th March 1919.

DUNCAN F. VINES, CAPTAIN, R.I.M.,
Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, APRIL 23, 1919.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 14th April 1919.*

PERSIAN GULF.

Bandar Abbas—Submarine Cable telephone line laid; instructions for anchoring.

No. 98 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 21M. of 1919), are republished :—

Former Notice.—No. 87M. of 1918. (*This Office No. 332 of 1918.*)

(*a*) *Position of Red Mooring buoy.*—At a distance of about 2 miles and 8 cables 133½° (S. 48½° E. Mag.) from British Consulate Flagstaff in 24 feet L. W. O. S.

Lat. 27° 9′ 46″ N.
Long. 56° 19′ 59″ E.

(*b*) *Submarine Cable telephone line.*—A cable has been laid between the red mooring buoy and cable house on shore, in a direction 270° (S. 88° W. Mag.) for a distance of 3 cables from the buoy and thence 315° (N. 47° W. Mag.) for a distance of 2 miles and 3 cables in the direction to the cable house on shore.

(*c*) *Instructions for anchorage.*—There are four berths off the red mooring buoy, viz., South-East, South-West, North-East and North-West, distance 1 cable.

Vessels drawing 20 feet and under are to anchor with buoy bearing South-East or South-West, distant 1 cable.

Vessels drawing more than 20 feet should anchor with buoy bearing North-West or North-East, distant 1 cable.

All vessels should have a stern warp ready to run out to the buoy, if required.

Variation.—2° E.

Charts affected.—No. 3599, Plans in the Persian Gulf.

" 753, Entrance to the Persian Gulf.

Publication.—Persian Gulf Pilot, 1915, page 202.

Authority.—The Naval Transport Officer, Bandar Abbas, dated 30th March 1919.

The 4th April 1919.

PERSIAN GULF.

Shatt-Al-Arab River Entrance.

Amended position of—Fao Flagstaff, Tidal Semaphore, Outer Bar (Fairway) Gas buoy and Light Vessel.

Additional Night Signal exhibited from the Tidal Semaphore.

No. 95 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 17M. of 1919), are republished :—

Former Notice No. 84M of 1918. (*This office No. 319 of 1918.*)

(1) *Amended position of Fao Flagstaff.*—On the south bank at the entrance to the river and near the mud fort.
Lat. 29° 58′ 24″ N.
Long. 48° 28′ 57″ E.

(2) *Amended position of Tidal Semaphore.*—On the Eastern side of the Channel across the Outer bar.
Lat. 29° 50′ 21″ N.
Long. 48° 42′ 58″ E.

(3) *Amended position of Outer bar (Fairway) Gas buoy.*—Lat. 29° 47′ 24″ N.
Long. 48° 45′ 18″ E.

(4) *Amended position of Light Vessel.*—Lat. 29° 43′ 23″ N.
Long. 48° 48′ 46″ E.

(5) *Additional Night Signal exhibited*—

(*a*) Arrangements have been made to exhibit electric light night signals from the Tidal Semaphore in lieu of oil lamps.

(*b*) As an experimental measure, from about the 1st March 1919, an additional night signal will be exhibited, as follows :—

A green light below the other lights, denoting the intermediate half foot, and the green light will remain exhibited as long as there are six or more inches above the even foot.

Chart affected.—No. 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 1915, page 281.

Authority.—The Port Officer, Basra, dated 21st February 1919.

PERSIAN GULF.

Kais Island—Alteration in position of Light Vessel.

No. 96 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1919), are republished :—

Former Admiralty Notice No. 1184 of 1918. (*This Office No. 209 of 1918.*)

Details.—The Kais Island light-vessel, which had broken adrift from her moorings, has been re-established in the following position :—

New position.—At a distance of about 1 mile south of Kais Island, moored in a depth of 10 fathoms.

Lat. 26° 28′ 45″ N.
Long. 53° 57′ 30″ E.

Description.—The light-vessel exhibits a group flashing white light as described in the Admiralty and in the Indian List of Lights of 1918.

Remarks.—The light will be re-exhibited on the night of 23rd March 1919.

Chart affected.—No. 2837*a*, Persian Gulf, Eastern Sheet.

Publications.—List of Lights, Part VI, 1918, No. 302.
Indian List of Lights, 37th issue, 1918, No. 37.
Persian Gulf Pilot, 1915, page 237.

Authority.—The Commanding Officer, R. I. M. S. "Nearchus." Dated 17th March 1919.

INDIA—WEST COAST.

Bombay Approaches—Wreck Buoy removed.

No. 97 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 19M. of 1919), are republished :—

Former Notice No. 106-M. of 1918. (*This Office No. 2 of 1919.*)

Position on Chart.—At a distance of about 14·9 miles 238° (S. 58° W. Mag.) from Rajpuri point light.

Lat. 18° 08′ 43″ N.
Long. 72° 43′ 10″ E.

Details.—The wreck buoy shown on the Charts in the above position and marked "1917" has been removed and it is to be expunged from the Charts as the wreck is now no longer a danger to navigation.

Charts affected.—No. 738, Kundari Island to Boria Pagoda.
" 2736, Gulf of Kutch to Viziadrug.
" 826, Karáchi to Vengurla.
" 1012, Arabian Sea.

Authority.—The Director, Royal Indian Marine.

The 31st March 1919.

CELEBES—MAKASSAR STRAIT.

Lingadang Road—Existence of Reef.

No. 82 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 277 of 1919), are republished :—

Position.—Northward of the detached reef and at a distance of 6 cables, 333° (*N. 29° W. Mag.*), from the easternmost house of Lingadang village as shown on the chart.
Lat. 1° 20′ N., long. 120° 51¾′ E.

Depth.—2½ fathoms.

Variation.—2° E.

Charts affected.—No. 2662, Plan of Lingadang Road and Belonlioh Bay.
„ 3394, Tanjong Lutuno to Dondo Point.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 555.

Authority.—Hague Notice No. 1633 of 1918. (*H. 7206/18.*)

KOREA. WEST COAST—CHO DA CHANNEL.

Iwa Ki Sho (Banjo Reef)—Decreased Depth.

No. 83 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 286 of 1919), are republished :—

Position.—Lat. 38° 32¼′ N., long. 124° 56½′ E.

Details.—The depth over this reef is three-quarters of a fathom, and the symbol for a rock with a depth of less than 6 feet is to be substituted for the 2 fathoms hitherto shown on the charts.

Charts affected.—No. 1655, Southern approach to Ping yang inlet.
„ 1656, Ping yang inlet.
„ 1257, Approaches to Ping yang inlet and Yalu kiang.
„ 1256, Gulfs of Pe chili and Liau-tung.
„ 2347, Honshū, Kiusiu and Shikoku, &c.
„ 1262, Hongkong to Gulf of Liau-tung.

Publication.—China Pilot, Vol. V, 1912, page 589.

Authority.—Tokyo Notice No. 187 of 1918. (*H. 6622/18.*)

JAPAN, INLAND SEA—SUWO NADA.

Tokuyama Bay—Buoys established to mark Wreck.

No. 84 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 291 of 1919), are republished :—

(i) Bow buoy.

Position.—At a distance of 2 miles, 133° (*S. 43° E. Mag.*), from the 1035 foot summit on Kurokami shima.
Lat. 34° 00½′ N., long. 131° 45¾′ E.

(ii) Stern buoy.

Position.—At a distance of 2 miles and half a cable, 128° (*S. 48° E. Mag.*), from the above-mentioned summit.

Description.—Each a green conical buoy marked with the inscription in Japanese letters for a wreck.

Remarks.—The outline of the wreck the hull of which shows above water is to be inserted on the charts between the above buoys.

Variation.—4° W.

Charts affected.—No. 3153, Maruyama zaki to Ominase.
„ 2875, Naikai (Seto uchi) or Inland Sea.

Authority.—Tokyo Notice No. 211 of 1918. (*H. 7559/18.*)

NEW ZEALAND, NORTH COAST—AUCKLAND HARBOUR.

Okahu Point Light—Red Sector inserted.

No. 85 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 292 of 1919), are republished :—

Position.—At the outer end of Orakei wharf.
Lat. 36° 50½′ S., long. 174° 49′ E.

Details.—A *red* sector, covering the beacons at the end of the Orakei sewer outfall, has been inserted in the above light visible from 228° (*S. 33° W. Mag.*) through west to 288° (*N. 87° W. Mag.*).

Variation.—15° E.

Charts affected.—No. 1970, Auckland harbour and approaches.
,, 1896, Entrances to Auckland Harbour.

Publication.—List of Lights, Part VI, 1919, No. 2877.

Authority.—Wellington Notice No. 60 of 1918. (*H. 7069/18.*)

JAVA, SOUTH COAST—WYNKOOPS (PALABUAN RATU) BAY.

Palabuan Ratu Anchorage—Non-existence of Rock.

No. 86 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 307 of 1919), are republished :—

Former Notice.—No. 1537 of 1918. (*This office No. 51 of 1919.*)

Position on chart.—At a distance of 7 cables, 279° (*N. 82° W. Mag.*), from the flagstaff situated at a distance of about 6 cables south-eastward from Palabuan Ratu light.
Lat. 6° 59′ S, long. 106° 32¼′ E.

Details.—Further information has been received that the rock formerly reported to be situated in the above position does not exist, and it is to be expunged from the chart.

Variation.—1° E.

Chart affected.—No. 3030, Plan of Wynkoops Bay.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 187.

Authority.—Hague Notice No. 1749 of 1918. (*H. 134/19.*)

JAPAN—HOKUSHU ISLAND.

Nemoro Light—Alteration in Character.

No. 87 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 308 of 1919), are republished :—

Position.—Near the northern end of Benten jima.
Lat. 43° 20½′ N., long. 145° 34¾′ E.

New abridged description.—Lt. Occ. *ev. 5 sec., 56 ft., vis. 13 m.*

Alteration.—The character of the light has been altered from alternating white and red to *occulting white every five seconds*, thus :—

$$\frac{\text{Light}}{3 \text{ secs}} \quad \frac{\text{eclipse.}}{2 \text{ secs.}}$$

Remarks.—The light is visible 13 miles and has a power of 280 candles.

Charts affected.—No. 3600, Plan of Nemoro anchorage.
,, 507, Go yo mai channel to Nemoro kaikyo, &c.
,, 452, Hokushu island.
,, 2405, The Kuril islands.
,, 2459, North-west Pacific Ocean, &c.

Publications.—List of Lights, Part VI, 1919, No. 2114.
Japan Pilot, 1914, page 737.

Authority.—Tokyo Notice No. 196 of 1918. (*H. 6627/18.*)

AUSTRALIA, VICTORIA—PORT PHILLIP.

West Channel—Alteration in Lights of Light-Buoys.

No. 88 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 310 of 1919), are republished :—

(i) Alteration in character of light of No. 12 light-buoy :

Position.—Marking the shoal situated at a distance of about 18 cables eastward from the white beacon on the northern entrance point to Swan Bay.
Lat. 38° 13¼′ S., long. 144° 44′ E.

Alteration.—The character of the light of this light-buoy has been altered from group flashing white to *flashing red every six seconds.*

(ii) Alteration in colour of light of No. 2, Royal George light-buoy :

Position.—Marking the eastern end of Royal George shoal and at a distance of about 11½ cables south-eastward from Swan beacon.

Alteration.—The colour of the *occulting* light of this light-buoy has been altered from red to *green.*

Charts affected.—No. 309, Port Phillip—West channel.
„ 2747, Entrance to Port Phillip.
„ 1171, Port Phillip.

Publication.—Australia Pilot, Vol. II, 1918, page 110.

Authority.—Melbourne, Department of Ports and Harbours Notice No. 6 of 1918. (*H. 61/19.*)

INDIA, WEST COAST.

Calicut Approach—Wreck north-westward of.

No. 89 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 316 of 1919), are republished :—

Position (approximate).—At a distance of $5\frac{6}{10}$ miles, 304° (*N. 56° W. Mag.*), from Calicut old light tower.
Lat. 11° 18′ N., long. 75° 41′ E.

Description.—A sunken wreck with one mast showing above water.

Variation.—Nil.

Charts affected.—No. 64, Sacrifice rock to Beipur.
„ 747, Mount Dilli to Calicut.
„ 827, Vengurla to Cape Comorin.

Authority.—Madras Notice No. 43 of 1918. (*H. 6798-18.*)

JAPAN—HONSHU, SOUTH COAST.

Hino Misaki Lighthouse—Rock northward of.

No. 90 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 334 of 1919), are republished :—

Position.—At a distance of about one mile northward from Hino Misaki lighthouse.
Lat. 33° 53′ 37″ N., long. 135° 03′ 02″ E., on chart No. 951.

Depth.—1¾ fathoms.

Charts affected.—No. 951, Osaki wan to Owashi wan.
„ 2875, Naikai (Seto uchi) or Inland Sea.

Publication.—Japan Pilot, 1914, page 122.

Authority.—Tokyo Notice No. 226 of 1918. (*H. 328/19.*)

CHINA SEA—FORMOSA, NORTH COAST.

Kiirun Ko—Existence of Rocks.

No. 91 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 347 of 1919), are republished :—

(i) *Position.*—At a distance of $2\frac{4}{10}$ cables, 5° (*N. 7° E. Mag.*), from Banjintai Bi lighthouse.
Lat. 25° 09½′ N., long. 121° 44½′ E.
Depth.—6¾ fathoms.

(ii) *Position.*—At a distance of $2\frac{8}{10}$ cables, 22° (*N. 24° E. Mag.*), from Toban Sho lighthouse.
Depth.—3 fathoms.

(iii) *Position.*—Near the centre of Junk passage at a distance of $7\frac{4}{10}$ cables, 115° (*S. 63° E. Mag.*), from Toban Sho lighthouse.
Depth.—1 fathom.
Remarks.—The symbol for a rock with depth of less than 6 feet is to be inserted on the chart in the above position.

Variation.—2° W.
Charts affected.—No. 2618, Kiirun ko.
,, 3658, Auran road to So o wan.
Publication.—China Sea Pilot, Vol. V, 1912, page 230.
Authority.—Tokyo Notice No. 235 of 1918. (*H. 336/19.*)

CHINA SEA—GULF OF PE CHILI.

Taku Approach—Existence of Wreck.

No. 92 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 381 of 1919), are republished :—

Position.—At a distance of $1\frac{4}{10}$ miles, 313° (*N. 42° W. Mag.*), from the charted position of the Taku light-vessel.
Lat. 38° 57½′ N., long. 117° 51¼′ E.
Description.—Sunken wreck of a lighter.
Variation.—5° W.
Charts affected.—No. 2653, Pei-ho or Peking river.
,, 598, Li tsin ho to Ning hai.
,, 1256, Gulfs of Pe chili and Liau tung.
Authority.—Shanghai Notice No. 520 of 19th November 1918. (*H. 689/19.*)

JAPAN—INLAND SEA, HARIMA NADA.

Akashi no Seto—Correction to Chart with regard to Wrecks.

No. 93 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 383 of 1919), are republished :—

Former Notice.—No. 285 of 1918. (*This Office No. 134 of 1918.*)

1. Wreck to be expunged from chart:
Position.—Lat. 34° 33¼′ N., long. 134° 46¾′ E.
Remarks.—The wreck, over which there was formerly a depth of 10 fathoms, which has been removed, is still shown on some copies of the undermentioned chart, and is to be expunged.

2. Wreck to be re-inserted on the chart:

Position.—Lat. 34° 35′·40″ N., long. 134° 55′ 30″ E.

Remarks.—The sunken wreck which exists in the above position is not shown on some copies of the undermentioned chart, and is to be inserted.

Chart affected.—No. 2875, Naikai (Seto uchi) or Inland Sea.

Authority.—Hydrographic Department. (*H. 911/19.*)

INDIA, EAST COAST—BAY OF BENGAL.

Madras Harbour—Re-exhibition of temporary light.

No. 94 (third publication).—With reference to Notice to Mariners No. 360 of 1918 issued by this Office, the Presidency Port Officer, Madras, has given further Notice (No. 7 of 1919) that the temporary fixed red light has been replaced and will be exhibited from the 8th March 1919.

DUNCAN F. VINES, CAPTAIN, R.I.M.,

Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, APRIL 30, 1919.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 22nd April 1919.*

PERSIAN GULF.

Shatt-al-Arab River Entrance—Buoyage.

No. 99 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 22M. of 1919), are republished :—

Former Notices.—Nos. 41M. and 158M. of 1917, 101M. of 1918 and 17M. of 1919. (This office Nos. 67 and 297 of 1917, 386 of 1918 and 95 of 1919.)

Details.—The amended positions of buoys in the Shatt-al-Arab river approach as now exist are as follows :—

Position of Tidal Semaphore,
Lat. 29° 50′ 21″ N.
Long. 48° 42′ 58″ E.

(*a*) *The Outer Bar (Fairway) Gas Buoy* :—

Description.—Black and white horizontal stripes exhibiting a white flashing light, is moored in 7 fathoms L. W. O. S.

Position.—At a distance of about 2 miles 8¾ cables 141½° (S. 40½° E Mag.) from Tidal Semaphore.

(*b*) *The Outer Conical Gas Buoy* :—

Description.—Painted red (star-board hand buoy) exhibiting a green flashing light, is moored in 12 feet L. W. O. S.

Position.—At a distance of about 1 mile 6¾ cables 139½° (S. 42½° E. Mag.) from Tidal Semaphore.

(*c*) *The Outer Bar (Middle) Conical Gas Buoy* :—

Description.—Star-board hand buoy painted red exhibiting a flashing red light is moored in 11 feet L. W. O. S.

Position.—At a distance of about 8¾ cables 269° (S. 87° W. Mag.) from Tidal Semaphore.

(*d*) *No. 1 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 10 feet L. W. O. S. distant 1 mile and 7 cables 157° (S. 25° E. Mag.) from Tidal Semaphore.

(*e*) *No. 2 Red Buoy* :—

Description.—A conical buoy painted red (star-board hand buoy).

Position.—In 9 feet L. W. O. S. distant about 6½ cables 172° (S. 10° E. Mag.) from Tidal Semaphore.

(*f*) *No. 2 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 9 feet L. W. O. S. distant about 1 mile and 1 $\frac{4}{10}$ cables 257° (S. 75° W. Mag.) from Tidal Semaphore.

(*g*) *No. 3 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 10 feet L. W. O. S. distant about 1 mile and 6½ cables 287½° (N. 74½° W. Mag.) from Tidal Semaphore.

(*h*) *No. 4 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 13 feet L. W. O. S. distant about 2 miles and 3¾ cables 302¾° (N. 59¼° W. Mag.) from Tidal Semaphore.

(*i*) *No. 5 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 13 feet L. W. O. S. distant about 3 miles and 1¾ cables 310° (N. 52° W. Mag.) from Tidal Semaphore.

(*j*) *No. 6 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position —In 13 feet L. W. O. S. distant about 4 miles and ¾ cable 314¼° (N. 47¾° W. Mag.) from Tidal Semaphore.

(*k*) *Inner Conical Gas Buoy* :—

Description.—Painted black (port hand buoy) exhibiting a green flashing light, is moored in 17 feet L. W. O. S

Position.—At a distance of about 4 miles and 8¾ cables 317° (N. 45° W. Mag.) from Tidal Semaphore.

(*l*) *No. 7 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 13 feet L. W. O. S. distant about 8 miles and 4 cables 115½° (S. 66½° E. Mag.) from Fao Flag-Staff.

(*m*) *No. 8 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 13 feet L. W. O. S. distant about 6 miles and 9 cables 113½° (S. 68½° E. Mag.) from Fao Flag-Staff.

(*n*) *Inner Bar Gas Buoy* :—

Description.—Exhibiting a white flashing light, is moored in 16 feet L. W. O. S.

Position.—At a distance of about 6 miles and 5 cables 109½° (S. 72½° E. Mag.) from Fao Flag-Staff

Variation.—2° Easterly.

Chart affected.—No. 1235, Mouth of the Euphrates.

Publications.—Indian List of Lights, 37th issue, 1918, page 12, Persian Gulf Pilot, 1915, page 281.

Authority.—The Port Officer, Basra, dated 14th March 1919.

INDIA—WEST COAST.

Bombay floating light withdrawn; Temporary light-vessel established.

No. 100 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 23M. of 1919), are republished :—

Former Notice No. 9-M. of 1919. (*This office No. 62 of 1919.*)

(*a*) *Position.*—Lat. 19° 06′ N.
Long. 72° 23′ E.

Remarks.—The floating light formerly exhibiting an occulting white light was withdrawn on 31st March 1919.

(*b*) Temporary Light Vessel established.

Position.—Lat. 18° 49½′ N.
Long. 72° 44½′ E.

Remarks.—This light-vessel will remain for the present in its present position.

Charts temporarily affected.—No. 2621, Bombay Harbour.
„ 737, Arnala Island to Kundari Island.
„ 2736, Gulf of Kutch to Viziadrug.
„ 826, Karachi to Vengurla.
„ 1012, Arabian Sea.

Publications.—List of Lights, Part VI, 1918, No. 384.
Indian List of Lights, 37th issue, 1918, page 24.
West Coast of India Pilot, 1909, page 215, Revised Supplement (3), 1918.

Authority.—The Resident Naval Officer, Bombay, dated 28th March 1919.

INDIA, WEST COAST—PORT DABHOL.

Talkeshwar Light—Temporarily replaced by Provisional Light.

No. 101 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 24M. of 1919), are republished :—

Position.—Talkeshwar Point, south entrance to Harbour.
Lat. 17° 34′ N.
Long. 73° 09′ E.

Details.—The lantern from which the fixed white light is exhibited on Talkeshwar Point, being defective, has been temporarily replaced by a provisional lantern exhibited from the same position and showing a light of the following description.

Description.—Light fixed white visible all round the horizon.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.
„ 2736, Gulf of Kutch to Viziadrug.
„ 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1918, No. 405.
Indian List of Lights, 37th issue, 1918, No. 108.
West Coast of India Pilot, 1909, page 200.

Authority.—The Deputy Commissioner of Salt and Excise, Southern Division, Camp Vengurla, dated 27th March 1919.

INDIA—WEST COAST.

DELTA OF THE INDUS.

Beacon at the Thursian Mouth.

No. 102 (first publication)—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. 585 of 1919), are republished :—

Subject.—Re-erection of the Thursian beacon at a new site about 150 yards to the north-west of the former position.
Position.—Latitude 24° 03′ 50″ N.
Longitude 67° 22′ 20″ E.
Elevation.—54 feet.
Structure.—Single spar with three planks in form of triangle.
Charts affected.—No. 42, Coasts of Sind and Cutch.
" 118, Khedawari Mouth to Narain Creek.
Publications affected.—Notice No. 32, dated 16th June 1909. (*This office No. 253 of 1909.*)
Authority.—Chief Collector of Customs in Sind.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The 14th April 1919.

PERSIAN GULF.

Bandar Abbas—Submarine Cable telephone line laid; instructions for anchoring.

No. 98 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 21M. of 1919), are republished :—

Former Notice.—No. 87M. of 1918. (*This Office No. 332 of 1918.*)

(*a*) *Position of Red Mooring buoy.*—At a distance of about 2 miles and 8 cables 133½° (S. 48½° E. Mag.) from British Consulate Flagstaff in 24 feet L. W. O. S.

Lat 27° 9′ 46″ N.
Long. 56° 19′ 59″ E.

(*b*) *Submarine Cable telephone line.*—A cable has been laid between the red mooring buoy and cable house on shore, in a direction 270° (S. 88° W. Mag.) for a distance of 3 cables from the buoy and thence 315° (N. 47° W. Mag.) for a distance of 2 miles and 3 cables in the direction to the cable house on shore.

(*c*) *Instructions for anchorage.*—There are four berths off the red mooring buoy, viz., South-East, South-West, North-East and North-West, distance 1 cable.

Vessels drawing 20 feet and under are to anchor with buoy bearing South-East or South-West, distant 1 cable.

Vessels drawing more than 20 feet should anchor with buoy bearing North-West or North-East, distant 1 cable.

All vessels should have a stern warp ready to run out to the buoy, if required.

Variation.—2° E.
Charts affected.—No. 3599, Plans in the Persian Gulf.
" 753, Entrance to the Persian Gulf.
Publication.—Persian Gulf Pilot, 1915, page 202.
Authority.—The Naval Transport Officer, Bandar Abbas, dated 30th March 1919.

The 4th April 1919.

PERSIAN GULF.

Shatt-Al-Arab River Entrance.

Amended position of—Fao Flagstaff, Tidal Semaphore, Outer Bar (Fairway) Gas buoy and Light Vessel.

Additional Night Signal exhibited from the Tidal Semaphore.

No. 95 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 17M. of 1919), are republished :—

Former Notice No. 84M of 1918. (*This office No. 319 of 1918.*)

(1) *Amended position of Fao Flagstaff.*—On the south bank at the entrance to the river and near the mud fort.
Lat. 29° 58′ 24″ N.
Long. 48° 28′ 57″ E.

(2) *Amended position of Tidal Semaphore.*—On the Eastern side of the Channel across the Outer bar.
Lat. 29° 50′ 21″ N.
Long. 48° 42′ 58″ E.

(3) *Amended position of Outer bar (Fairway) Gas buoy.*—Lat. 29° 47′ 24″ N.
Long. 48° 45′ 18″ E.

(4) *Amended position of Light Vessel.*—Lat. 29° 43′ 23″ N.
Long. 48° 48′ 46″ E.

(5) *Additional Night Signal exhibited—*

(*a*) Arrangements have been made to exhibit electric light night signals from the Tidal Semaphore in lieu of oil lamps.

(*b*) As an experimental measure, from about the 1st March 1919, an additional night signal will be exhibited, as follows :—

A green light below the other lights, denoting the intermediate half foot. and the green light will remain exhibited as long as there are six or more inches above the even foot.

Chart affected.—No. 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 1915, page 281.

Authority.—The Port Officer, Basra, dated 21st February 1919.

PERSIAN GULF.

Kais Island—Alteration in position of Light Vessel.

No. 96 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1919), are republished :—

Former Admiralty Notice No. 1184 of 1918. (*This Office No. 209 of 1918.*)

Details.—The Kais Island light-vessel, which had broken adrift from her moorings, has been re-established in the following position :—

New position.—At a distance of about 1 mile south of Kais Island, moored in a depth of 10 fathoms.

Lat. 26° 28′ 45″ N.
Long. 53° 57′ 30″ E.

Description.—The light-vessel exhibits a group flashing white light as described in the Admiralty and in the Indian List of Lights of 1918.

Remarks.—The light will be re-exhibited on the night of 23rd March 1919.

Chart affected.—No. 2837*a*, Persian Gulf, Eastern Sheet.

Publications.—List of Lights, Part VI, 1918, No. 302.
Indian List of Lights, 37th issue, 1918, No. 37.
Persian Gulf Pilot, 1915, page 237.

Authority.—The Commanding Officer, R. I. M. S. "Nearchus." Dated 17th March 1919.

INDIA—WEST COAST.

Bombay Approaches—Wreck Buoy removed.

No. 97 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 19M. of 1919), are republished :—

Former Notice No. 106-M. of 1918. (*This Office No. 2 of 1919.*)

Position on Chart.—At a distance of about 14·9 miles 238° (S. 58° W. Mag.) from Rajpuri point light.

Lat. 18° 08′ 43″ N.
Long. 72° 43′ 10″ E.

Details.—The wreck buoy shown on the Charts in the above position and marked "1917" has been removed and it is to be expunged from the Charts as the wreck is now no longer a danger to navigation.

Charts affected.—No. 738, Kundari Island to Boria Pagoda.
" 2736, Gulf of Kutch to Viziadrug.
" 826, Karáchi to Vengurla.
" 1012, Arabian Sea.

Authority.—The Director, Royal Indian Marine.

DUNCAN F. VINES, CAPTAIN, R.I.M.,
Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, MAY 7, 1919.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 29th April 1919.*

INDIA, WEST COAST—BOMBAY HARBOUR APPROACHES.

Bombay Floating Light—Permanently established.

No. 103 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No 26M. of 1919), are republished :—

Former Notice No. 23M. of 1919. (*This office No. 100 of 1919.*)
Position.—Lat. 18° 49′ 30″ N.
Long. 72° 44′ 00″ E.

Characteristics of Light-vessel :—

(*a*) Light—Unwatched.

Character.—Occulting white light every 15 seconds showing a light for 10½ seconds, and eclipse 4½ seconds duration.

Elevation.—32 feet.

Visibility.—11 miles.

Power.—1.

(*b*) Vessel.—Hull painted Red, tower with ball *Bombay Floating Light* on sides.

Charts affected.—No. 2621, Bombay Harbour.
" 737, Arnala Island to Kundari Island.
" 2736, Gulf of Kutch to Viziadrug.
" 826, Karachi to Vengurla.
" 1012, Arabian Sea.

Publications.—List of Lights, Part VI, 1919, No. 384.
Indian List of Lights, 37th issue, 1918, No. 89.
West Coast of India Pilot, 1909, page 215, with Revised Supplement (3), 1918.

Authority.—The Port Officer, Bombay, dated 8th April 1919.

The 22nd April 1919.

PERSIAN GULF.

Shatt-al-Arab River Entrance—Buoyage.

No. 99 (second publication).—The following particulars,etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 22M. of 1919), are republished :—

Former Notices.—Nos. 41M. and 158M. of 1917, 101M. of 1918 and 17M. of 1919. (This office Nos. 67 and 297 of 1917, 386 of 1918 and 95 of 1919.)

Details.—The amended positions of buoys in the Shatt-al-Arab river approach as now exist are as follows :—

Position of Tidal Semaphore,

Lat. 29° 50′ 21″ N.
Long. 48° 42′ 58″ E.

(*a*) *The Outer Bar (Fairway) Gas Buoy* :—

Description.—Black and white horizontal stripes exhibiting a white flashing light, is moored in 7 fathoms L. W. O. S.

Position.—At a distance of about 2 miles 8¾ cables 141½° (S. 40½° E. Mag.) from Tidal Semaphore.

(*b*) *The Outer Conical Gas Buoy* :—

Description.—Painted red (star-board hand buoy) exhibiting a green flashing light, is moored in 12 feet L. W. O. S.

Position.—At a distance of about 1 mile 6¾ cables 139½° (S. 42½° E. Mag.) from Tidal Semaphore.

(*c*) *The Outer Bar (Middle) Conical Gas Buoy* :—

Description.—Star-board hand buoy painted red exhibiting a flashing red light is moored in 11 feet L. W. O. S.

Position.—At a distance of about 8¾ cables 269° (S. 87° W. Mag.) from Tidal Semaphore.

(*d*) *No. 1 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 10 feet L. W. O. S. distant 1 mile and 7 cables 157° (S. 25° E. Mag.) from Tidal Semaphore.

(*e*) *No. 2 Red Buoy* :—

Description.—A conical buoy painted red (star-board hand buoy).

Position.—In 9 feet L. W. O. S. distant about 6½ cables 172° (S. 10° E. Mag.) from Tidal Semaphore.

(*f*) *No. 2 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 9 feet L. W. O. S. distant about 1 mile and $1\frac{4}{10}$ cables 257° (S. 75° W. Mag.) from Tidal Semaphore.

(*g*) *No. 3 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 10 feet L. W. O. S. distant about 1 mile and 6½ cables 287½° (N. 74½° W. Mag.) from Tidal Semaphore.

(*h*) *No. 4 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 13 feet L. W. O. S. distant about 2 miles and 3¾ cables 302¾° (N. 59¼° W. Mag.) from Tidal Semaphore.

(*i*) *No. 5 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 13 feet L. W. O. S. distant about 3 miles and 1¾ cables 310° (N. 52° W. Mag.) from Tidal Semaphore.

(*j*) *No. 6 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 13 feet L. W. O. S. distant about 4 miles and ¾ cable 314¼° (N. 47¾° W. Mag.) from Tidal Semaphore.

(*k*) *Inner Conical Gas Buoy* :—

Description.—Painted black (port hand buoy) exhibiting a green flashing light, is moored in 17 feet L. W. O. S.

Position.—At a distance of about 4 miles and 8¾ cables 317° (N. 45° W. Mag.) from Tidal Semaphore.

(*l*) *No. 7 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 13 feet L. W. O. S. distant about 8 miles and 4 cables 115½° (S. 66½° E. Mag.) from Fao Flag-Staff.

(*m*) *No. 8 Black Buoy* :—

Description.—A can buoy painted black (port hand buoy).

Position.—In 13 feet L. W. O. S. distant about 6 miles and 9 cables 113½° (S. 68½° E. Mag.) from Fao Flag-Staff.

(*n*) *Inner Bar Gas Buoy* :—

Description.—Exhibiting a white flashing light, is moored in 16 feet L. W. O. S.

Position.—At a distance of about 6 miles and 5 cables 109½° (S. 72½° E. Mag.) from Fao Flag-Staff.

Variation.—2° Easterly.

Chart affected.—No. 1235, Mouth of the Euphrates.

Publications.—Indian List of Lights, 37th issue, 1918, page 12. Persian Gulf Pilot, 1915, page 281.

Authority.—The Port Officer, Basra, dated 14th March 1919.

INDIA—WEST COAST.

Bombay floating light withdrawn; Temporary light-vessel established.

No. 100 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 23M. of 1919), are republished :—

Former Notice No. 9-M. of 1919. (*This office No. 62 of 1919.*)

(*a*) *Position.*—Lat. 19° 06′ N.
Long. 72° 23′ E.

Remarks.—The floating light formerly exhibiting an occulting white light was withdrawn on 31st March 1919.

(*b*) Temporary Light Vessel established.

Position.—Lat. 18° 49½′ N.
Long. 72° 44½′ E.

Remarks.—This light-vessel will remain for the present in its present position.

Charts temporarily affected.—No. 2621, Bombay Harbour.
" 737, Arnala Island to Kundari Island.
" 2736, Gulf of Kutch to Viziadrug.
" 826, Karachi to Vengurla.
" 1012, Arabian Sea.

Publications.—List of Lights, Part VI, 1918, No. 384.
Indian List of Lights, 37th issue, 1918, page 24.
West Coast of India Pilot, 1909, page 215. Revised Supplement (3), 1918.

Authority.—The Resident-Naval Officer, Bombay, dated 28th March 1919.

INDIA, WEST COAST—PORT DABHOL.

Talkeshwar Light—Temporarily replaced by Provisional Light.

No. 101 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 24M. of 1919), are republished :—

Position.—Talkeshwar Point, south entrance to Harbour.
Lat. 17° 34′ N.
Long. 73° 09′ E.

Details.—The lantern from which the fixed white light is exhibited on Talkeshwar Point, being defective, has been temporarily replaced by a provisional lantern exhibited from the same position and showing a light of the following description.

Description.—Light fixed white visible all round the horizon.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.
,, 2736, Gulf of Kutch to Viziadrug.
,, 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1918, No. 405.
Indian List of Lights, 37th issue, 1918, No. 108.
West Coast of India Pilot, 1909, page 200.

Authority.—The Deputy Commissioner of Salt and Excise, Southern Division, Camp Vengurla, dated 27th March 1919.

INDIA—WEST COAST.

DELTA OF THE INDUS.

Beacon at the Thursian Mouth.

No. 102 (second publication).—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. 585 of 1919), are republished :—

Subject.—Re-erection of the Thursian beacon at a new site about 150 yards to the north-west of the former position.

Position.—Latitude 24° 03′ 50″ N.
Longitude 67° 22′ 20″ E.

Elevation.—54 feet.

Structure.—Single spar with three planks in form of triangle.

Charts affected.—No. 42, Coasts of Sind and Cutch.
,, 118, Khedawari Mouth to Narain Creek.

Publications affected.—Notice No. 32, dated 16th June 1909. (*This office No. 253 of 1909.*

Authority.—Chief Collector of Customs in Sind.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

The 14th April 1919.

PERSIAN GULF.

Bandar Abbas—Submarine Cable telephone line laid; instructions for anchoring.

No. 98 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 21M. of 1919), are republished :—

Former Notice.—No. 87M. of 1918. (*This Office No. 332 of 1918.*)

(*a*) *Position of Red Mooring buoy.*—At a distance of about 2 miles and 8 cables 133½° (S. 48½° E. Mag.) from British Consulate Flagstaff in 24 feet L. W. O. S.

Lat. 27° 9′ 46″ N.

Long. 56° 19′ 59″ E.

(*b*) *Submarine Cable telephone line.*—A cable has been laid between the red mooring buoy and cable house on shore, in a direction 270° (S. 88° W. Mag.) for a distance of 3 cables from the buoy and thence 315° (N. 47° W. Mag.) for a distance of 2 miles and 3 cables in the direction to the cable house on shore.

(*c*) *Instructions for anchorage.*—There are four berths off the red mooring buoy, viz., South-East, South-West, North-East and North-West, distance 1 cable.

Vessels drawing 20 feet and under are to anchor with buoy bearing South-East or South-West, distant 1 cable.

Vessels drawing more than 20 feet should anchor with buoy bearing North-West or North-East, distant 1 cable.

All vessels should have a stern warp ready to run out to the buoy, if required.

Variation.—2° E.

Charts affected.—No. 3599, Plans in the Persian Gulf.
" 753, Entrance to the Persian Gulf.

Publication.—Persian Gulf Pilot, 1915, page 202.

Authority.—The Naval Transport Officer, Bandar Abbas, dated 30th March 1919.

DUNCAN F. VINES, CAPTAIN, R.I.M.,
Port Officer of Calcutta.

The Calcutta Gazette

WEDNESDAY, MAY 14, 1919.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are published for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, *the 5th May 1919.*

NEW ZEALAND, SOUTH ISLAND—CHALKY (DARK CLOUD) INLET.

Western Passage—Existence of Rock.

No 104 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 389 of 1919), are republished :—

Position (approximate).—At a distance of about one mile westward from Zero Nugget islet.
Lat. 46° 02′ 35″ S., long. 166° 30′ 24″ E.

Description.—A rock with an estimated depth of about 6 fathoms, upon which the sea breaks in bad weather.

Note.—A 6-fathom rock is to be inserted on the charts and marked "*Breaks in bad weather, repd. (1918) (posn. approx.).*"

Charts affected.—No. 720, Preservation and Chalky inlets.
" 2589, Foveaux strait to Awarua river.
" 1212, New Zealand.

Publication.—New Zealand Pilot, 1908, page 297.

Authority.—Wellington Notice No. 56 of 1918. (*H. 7068/18.*)

JAPAN, INLAND SEA—SUWO NADA.

Ube No Misaki—Wreck southward of.

No. 105 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 396 of 1919), are republished :—

Position (approximate).—At a distance of about 4 miles southward from Ube No Misaki.
Lat. 33° 52′ 00″ N., long. 131° 17′ 45″ E.

Description.—Sunken wreck of a schooner.

Charts affected.—No. 3225, Shimonoseki kaikyo to Maruyama zaki.
" 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 255 of 1918. (*H. 501/19.*)

PHILIPPINE ISLANDS—SIBUYAN SEA.

Elcano Shoal—Amended Position and Depth.

No. 106 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 397 of 1919), are republished :—

Position.—(*a*) North-western end, lat. 11° 51′ 30″ N., long. 122° 52′ 30″ E.

(*b*) South-eastern end, lat. 11° 50′ 45″ N., long. 122° 53′ 00″ E.

Details.—The above shoal has a depth of 9 fathoms at its north-western end and 8 fathoms at its south-eastern end.

Note.—The positions given above refer to chart No. 2577.

Remarks.—The position of Elcano shoal as hitherto shown on the charts is to be expunged.

Charts affected.—No. 2577, Philippine islands, between San Bernardino and Mindoro sea.

" 943, Molucca passage to Manila.

" 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 347.

Authority.—U.S.A. Government Chart. (*H. 7874/18.*)

JAPAN—INLAND SEA, GULF OF OSAKA.

Hira Iso Light—Alteration in Character.

No. 107 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 403 of 1919), are republished :—

Position.—Lat. 34° 37¼′ N., long. 135° 04′ E.

New abridged description.—Lt. Fl., *Red, ev. 4 sec. 39 ft., vis. 8 m.* (U).

Alteration.—The character of the light has been altered from fixed red to *flashing red every four seconds.*

Remarks.—The correct visibility of the light is 8 miles; the light is unwatched.

Charts affected.—No. 16, Kobe and Osaka.

" 3566, Izumi nada and Harima nada.

" 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1919, No. 1993.
Japan Pilot, 1914, page 282.

Authority.—Tokyo, Department of Communications Notice No. 1427 of 1918. (*H. 672-19.*)

KOREA, EAST COAST.

Yonshu Kutsu—Rocks reported south-eastward of.

No. 108 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 407 of 1919), are republished :—

(i) *Position.*—Lat. 36° 44′ 50″ N., long. 129° 44′ 20″ E., on chart No. 3666.

Depth.—5 fathoms.

Note.—The note "*Breaks heavily*" is to be inserted on the charts against this rock.

Remarks.—The rock with a depth of less than 6 feet, hitherto shown on the chart at a distance of about one mile north-westward from the above position, does not exist and is to be expunged from the charts.

(ii) *Position.*—Lat. 36° 41′ 50″ N., long. 129° 45′ 10″ E., on chart No. 3666.

Depth.—6 fathoms.

Charts affected.—No. 3666, Fusan harbour to Chukupen bay.
„ 3480, Shantung promontory to Nagasaki.
„ 2347, Honshū, Kiusiu and Shikoku, etc.
„ 781, Pacific ocean—north-west sheet.
„ 2683, Pacific ocean.
„ 2483, Atlantic and Indian oceans, etc.
„ 2937, Oceanic soundings, Indian and Western Pacific oceans.
„ 2459, North-West Pacific ocean, etc.

Publication.—E.C. of Korea, etc., Pilot, 1913, page 98; Revised Supplement (2), 1918.

Authority.—Tokyo Notice No. 229 of 1918. (*H. 331-19.*)

NEW ZEALAND, SOUTH ISLAND—GREYMOUTH HARBOUR.

South Breakwater Light—Alteration in Character.

No. 109 (first publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 430 of 1919), are re-published :—

Position.—At a distance of about one cable within the outer end of the breakwater.
Lat. 42° 26¼′ S., long. 171° 12¾′ E.

New abridged description.—Lt. Fl., *ev. 7 sec., 65 ft., vis. 10 m.*

Alteration.—The character of the light has been altered from fixed white to *flashing white every seven seconds*, thus :—

$$\frac{\text{Flash,}}{\text{2 secs.}} \qquad \frac{\text{eclipse,}}{\text{5 secs.}}$$

Remarks.—The light has an elevation of 65 feet and is visible 10 miles.

Charts affected.—No. 2591, River Waiau to Cape Foulwind, with plan.
„ 3629, Hokitika to Otago harbour.
„ 1212, New Zealand.

Publications.—List of Lights, Part VI, 1919, No. 3071.
New Zealand Pilot, 1908, page 322.

Authority.—Wellington Notice No. 53 of 1918. (*H. 6205/18.*)

CHINA SEA—PALAWAN ISLAND.

Island Bay Approach—Existence of Shoals.

No. 110 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 432 of 1919), are re-published :—

(i) *Position.*—Lat. 8° 54′ 30″ N., long. 118° 05′ 15″ E.
Depth.—2 fathoms.

(ii) *Position.*—Lat. 8° 53′ 45″ N., long. 118° 07′ 40″ E.
Depth.—2 fathoms.

Remarks.—The above positions refer to chart No. 967.

Charts affected.—No. 967, Palawan island.
„ 2660*b*, China sea, southern portion—eastern sheet.
„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Vol. I, 1911, page 106.

Authority.—U. S. A. Hyd. Office Notice No. 3494 of 1918. (*H. 1077/19.*)

JAPAN—INLAND SEA.

Kobe Bay—Existence of Wreck.

No. 111 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 434 of 1919), are republished :—

Position.—At a distance of $12\frac{3}{10}$ cables, 66° (*N. 71° E. Mag.*), from Wada misaki lighthouse.

Lat. 34° 39½′ N., long. 135° 12¼′ E.

Description.—Sunken wreck of a sailing vessel with one mast showing above water.

Variation.—5° W.

Charts affected.—No. 2265, Kobe and Hyogo bays.
" 16, Kobe and Osaka.
" 3566, Izumi nada and Harima nada.
" 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 254 of 1919. (*H. 500/19.*)

JAPAN—HONSHŪ, SOUTH COAST.

Toba Ko Leading Lights—Alteration in Character.

No. 112 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 443 of 1919), are republished :—

(*a*) Front light :

Position.—Lat. 34° 29¼′ N., long. 136° 50¼′ E.

New abridged description.—Lt. F., *Red, 137 ft., vis. 11 m.*

Alteration.—The character of the light has been altered from flashing white to *fixed red.*

Remarks.—The power of the light is 135 candles and the visibility is 11 miles.

(*b*) Rear light :

Position.—At a distance of about 180 yards south-westward from the front light.

New abridged description.—Lt. F., *Red, 178 ft., vis. 11 m.*

Alteration.—The character of the light has been altered from fixed white to *fixed red.*

Charts affected.—No. 3650, Toba ko.
" 952, Owashi wan to Atsumi wan.
" 996, Kii suido to Tokyo.

Publications.—List of Lights, Part VI, 1919, Nos. 2023, 2024.
Japan Pilot, 1914, page 164.

Authority.—Tokyo Notice No. 241 of 1918. (*H. 494/19.*)

PHILIPPINE ISLANDS—PALAWAN ISLAND.

Wakefield Shoal—Decreased Depth over Shoal south-westward of.

No. 113 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 448 of 1919), are republished :—

Position.—At a distance of about 4 miles south-westward from Wakefield shoal.

Lat. 8° 19′ N., long. 117° 52′ E.

Details.—The depth over this shoal is 2 fathoms, instead of 5 fathoms as hitherto shown on the charts.

Charts affected.—No. 967, Palawan island.
„ 2660*b*, China sea, southern portion—eastern sheet.
„ 1263, China sea.

Publications.—Eastern Archipelago Pilot, Part I, 1911, page 111; Revised Supplement (2), 1917.

Authority.—Manila Notice No. 10 of 1918. (*H. 698-19.*)

PHILIPPINE ISLANDS.

Duguay Trouin Shoal—Non-existence of.

No. 114 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 475 of 1919), are republished :—

Position on chart.—Lat. 19° 05′ N., long. 124° 50′ E.

Description.—A shoal shown on charts as having a depth of less than 6 feet and marked "P D."

Remarks.—A reliable search has failed to reveal any trace of this reported shoal, which is, in consequence, to be expunged from the charts.

Charts affected.—No. 1263, China sea.
„ 781, Pacific ocean—north-west coast.
„ 2683, Pacific ocean.
„ 2483, Atlantic and Indian oceans, etc.
„ 2937, Oceanic soundings, Indian and Western Pacific oceans.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 533; Revised Supplement (2), 1917.

Authority.—Tokyo Notice No. 220 of 1918. (*H. 327-19.*)

JAPAN—TSUGARU KAIKYO, NORTHERN SHORE.

Shiokubi Zaki—Fog-Signal re-established.

No. 115 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 476 of 1919), are republished :—

Former Notice.—No. 1153 of 1918. (*This Office No. 373 of 1918.*)

Position.—Shiokubi zaki lighthouse, lat. 41° 42¾′ N., long. 140° 57¾′ E.

Description.—A siren giving *one* blast *every sixty-five seconds* thus :—

Blast,	silent,
5 secs.	60 secs.

Charts affected.—No. 2441, Tsugaru kaikyo.
„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.
„ 452, Hokushū island.
„ 2347, Honshū, Kiusiu and Shikoku, etc.

Publications.—List of Lights, Part VI, 1919, No. 2095.
Japan Pilot, 1914, page 683.

Authority.—Tokyo Notice No. 242 of 1918. (*H. 495/19.*)

KOREA, SOUTH-EAST COAST—MASAMPO APPROACH.

Madaku Nyo (Frederick Rock)—Light established.

No. 116 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 482 of 1919), are republished :—

Position.—On Madaku Nyo.
Lat. 35° 06½′ N., long. 128° 40¾′ E.

Abridged description.—Lt. Fl. *ev. 3 sec., 37 ft., vis. 10 m.* (U.).

Characteristics:

Character.—A *flashing white* light *every three seconds.*
Elevation.—37 feet.
Visibility.—10 miles.
Structure.—Circular concrete tower painted in red and black horizontal bands, 40 feet in height.
Remarks.—The light is unwatched.
Note.—The beacon formerly situated on Madaku Nyo has been removed.
Charts affected.—No. 3541, Masampo and Pu to channel.
„ 1065, Masampo harbour and approaches.
„ 3366, Fusan harbour to Port Hamilton.
Publications.—List of Lights, Part VI., 1919, No. 1777*a*.
E. C. of Korea, etc., Pilot, 1913, page 69; Revised Supplement (2), 1918.
Authority.—Seoul Notice No. 269 of 1918. (*H. 602/19.*)

KOREA, EAST COAST—WON SAN CHIN.

Karumappo (Muraveva Point) Light—Alteration in Characteristics of Light.

No. 117 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 491 of 1919), are republished:—

Position.—Lat. 39° 12′ N., long. 127° 28½′ E.
New abridged description.—Lt. Gp. Fl. (2), *ev. 4 sec., 186 ft., vis. 12 m.* (U).
Details.—The fixed red light has been replaced by a light having the undermentioned characteristics:—
Character.—A *group flashing white* light showing *two* flashes *every four seconds*, thus:—

2 flashes,	eclipse,
1½ secs.	2½ secs.

Elevation.—186 feet.
Visibility.—12 miles; visible from 18° (*N. 25° E. Mag.*) to 56° (*N. 63° E. Mag.*), and from 63° (*N. 70° E. Mag.*) through east to 295° (*N. 58° W. Mag.*)
Structure.—White circular tower.
Remarks.—The light is unwatched.
Variation.—7° W.
Charts affected.—No. 54, Plan of Won San Chin.
„ 1316, Suon kutchi to Kokko kutchii.
Publications.—List of Lights, Part VI, 1919, No. 1798.
E. C. of Korea Pilot, 1913, page 103.
Authority.—Seoul Notice No. 267 of 1918. (*H. 601/19.*)

JAPAN—INLAND SEA.

Hiroshima Wan—Existence of Wreck.

No. 118 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 538 of 1919), are republished:—

Position.—At a distance of about 1½ miles northward from Hotaka jima.
Lat. 34° 05′ 42″ N., long. 132° 23′ 38″ E., on chart No. 3469.
Description.—A sunken wreck with mast showing about 6 feet above water.
Charts affected.—No. 3469, Hiroshima wan.
„ 2875, Nakai (Seto uchi) or Inland sea.
Authority.—Tokyo Notice No. 259 of 1918. (*H. 1443/19.*)

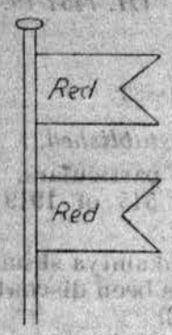
JAPAN.

Regulations and Signals with respect to Submarines.

No. 119 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 542 of 1919), are republished :—

In order to avoid risk of collisions, etc., arising from the difficulty of recognising submarines operating in the vicinities of seas adjacent to Japan, vessels navigating or operating in the localities where submarines might be met with are warned to take notice of the following signals :—

(*i*) During the operations of submarines two B flags of the International Code are displayed at the masthead or yardarm of the vessel accompanying the submarines, indicating that such submarines are operating within the radius of 5 sea miles. If necessary the direction with respect to the parent vessel will be indicated by signals in the International Code.



(*ii*) When vessels recognise any such parent ship exhibiting the above described signal it will be necessary to observe closely her movements and any further signals exhibited by that vessel, and moreover to keep a sharp look-out over the surface of the sea.

(*iii*) As submarines usually avoid the channels most used by navigation (except where this is impracticable), vessels should therefore, as far as is possible, endeavour not to proceed outside such usual channels.

Publications.—Japan Pilot, 1914, page 1.
China Pilot, Vol. V. 1912, page 17.
E. C. Korea, etc., Pilot, 1913, page 30.

Authority.—Tokyo Notice No. 265 of 1918. (*H. 1446-19.*)

JAPAN—SHIMONOSEKI KAIKYO.

Yamadoko No Hana—New Light established.

No. 120 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 543 of 1919), are republished :—

Former Notice.—No. 1224 of 1918. (*This office No. 384 of 1918.*)

Position.—At a distance of about 2½ cables north-eastward from the site of Naru se light.
Lat. 33° 54′ 57″ N., long. 130° 55′ 03″ E.

Abridged description.—(U) Lt. Occ., *ev. 6 sec., 35 ft., vis. 11 m.*

Characteristics :

Character.—An *occulting white* light *every six seconds*, thus :—

$$\frac{\text{Light,}}{\text{4 secs.}} \qquad \frac{\text{eclipse,}}{\text{2 secs.}}$$

Elevation.—35 feet.

Visibility.—11 miles, from 189° (*S. 14° W. Mag.*) through west to 73° (*N. 78° E. Mag.*).

Power.—200 candles.

Structure.—Black framework tower on cylindrical structure with stone base, 26 feet in height.

Remarks.—The light is unwatched.

Note.—The fixed green light formerly exhibited on Naru se has now been permanently discontinued and is to be expunged from the charts.

Variation.—5° W.

Charts affected.—No. 1578, Shimonoseki kaikyo.
" 532, Approach to Shimonoseki kaikyo.
" 127, Hirado kaikyo to Shimonoseki kaikyo.
" 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1919, Nos. 1923, 1924.
Japan Pilot, 1914, page 570.

Authority.—Tokyo Notice No. 271 of 1918. (*H. 1451-19.*)

JAPAN—KIUSIU, NORTH COAST.

Wakamiya Shima—New Light established.

No. 121 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 545 of 1919), are republished :—

Position.—Near the northern end of Wakamiya shima in the position of the old light which has been discontinued.
Lat. 33° 52¼′ N., long. 129° 41′ E.

Abridged description.—Lt. Occ., *ev. 6 sec., 342 ft., vis. 21 m.*

Characteristics :

Character.—An *occulting white* light *every six seconds*, thus :—

Light,	eclipse,
4 secs.	2 secs.

Elevation.—342 feet.

Visibility.—21 miles.

Power.—1,300 candles.

Structure.—White octagonal stone tower, 25 feet in height.

Variation.—4° W.

Charts affected.—No. 3224, Iki island.
" 127, Hirado kaikyo to Shimonoseki kaikyo.
" 359, Nagasaki to Karatsu with the Goto islands.
" 3480, Shantung promontory to Nagasaki.
" 358, Western coasts of Kiusiu and Honshū.
" 2347, Honshū, Kiusiu and Shikoku, etc.
" 1263, China sea.
" 781, Pacific ocean—north-west sheet.
" 2459, North-west Pacific ocean, etc.

Publications.—List of Lights, Part VI, 1919, No. 1906.
Japan Pilot, 1914, page 530.

Authority.—Department of Communications, Tokyo, Notice No. 1584 of 1918. (*H. 1257/19.*)

CHINA SEA—MALAY PENINSULA.

Pahang River Entrance—New Light established.

No. 122 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 546 of 1919), are republished :—

Position.—On the northern side of the entrance to Pahang river, and at a distance of $2\frac{3}{10}$ cables, 301° (*N. 59° W. Mag.*), from the position of the old light, which has been discontinued.
Lat. 3° 32′ 40″ N., long. 103° 27′ 05″ E.

Abridged description.—Lt. F., *82 ft., vis. 5 m.*

Characteristics :

Character.—A *fixed white* light.
Elevation.—82 feet.
Visibility.—5 miles.
Structure.—A screw pile tower, 80 feet in height.

Remarks.—The astronomical position of the light as shown in the title of the plan on chart No. 1394 is to be amended for the position given above.

Variation.—Nil.

Charts affected.—No. 1394, Plan of entrance to Pahang river.
" 3543, Approaches to Singapore.
" 1355, Malacca strait.
" 2414, Gulf of Siam.
" 2660*a*, China sea, southern portion—western sheet.

Publications.—List of Lights, Part VI, 1919, No. 798.
China Sea Pilot, Vol. III, 1912, page 60; Revised Supplement (II), 1918.

Authority.—Malay Peninsula Notice to Mariners. (*H. 1340/19.*)

SUMATRA, EAST COAST.

Salat Rupat, Northern Entrance—Buoy disappeared.

No. 123 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 557 of 1919), are republished :—

Former Notice.—No. 1258 of 1918. (*This Office No. 12 of 1919.*)

Position.—At a distance of about 4 miles north-eastward of Tanjong Senapies.
Lat. 2° 06¼′ N., long. 101° 19¾′ E.

Description.—A can buoy.

Remarks.—This buoy has disappeared and is to be expunged from the charts.

Charts affected.—No. 795, Cape Rachado to Singapore.
" 1355, Malacca strait.

Publication.—China Sea Pilot, Vol. I, 1916, page 126.

Authority.—Hague Notice No. 183 of 1919. (*H. 1572-19.*)

JAPAN—INLAND SEA—KOBE APPROACH.

Wada Misaki—Existence of Wrecks off.

No. 124 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 568 of 1919), are republished :—

Position.—Wada misaki light, lat. 34° 39′ N., long. 135° 10¾′ E

	Distance and Bearing from Wada Misaki Lighthouse.	Remarks.
(1)	6½ cables, 53° (*N. 58° E. Mag.*)...	One mast visible above water.
(2)	6½ " 63° (*N. 68° E. Mag.*)	
(3)	7 " 71° (*N. 76° E. Mag.*)	
(4)	$7\frac{2}{10}$ " 75° (*N. 80° E. Mag.*)	
(5)	$15\frac{3}{10}$ " 79° (*N. 84° E. Mag.*)...	One mast visible above water.
(6)	$7\frac{9}{10}$ " 86° (*S. 89° E. Mag.*)	
(7)	$7\frac{9}{10}$ " 98° (*S. 77° E. Mag.*) ..	Two masts visible above water.
(8)	6 " 105° (*S. 70° E. Mag.*)...	Two masts visible above water.
(9)	11½ " 117° (*S. 58° E. Mag.*)...	Two masts visible above water.
(10)	13 " 155° (*S. 20° E. Mag.*)...	Two masts visible above water.
(11)	$7\frac{9}{10}$ " 95° (*S. 80° E. Mag.*)	
(12)	$3\frac{6}{10}$ " 212° (*S. 37° W. Mag.*)	Two masts visible above water.

Remarks.—All the above sunken wrecks are those of sailing vessels, and other wrecks not yet located are reported to exist. Four sunken wrecks lie in position (2) above.

Variation.—5° W.

Charts affected.—No. 2265, Kobe and Hyogo bay.
" 16, Kobe and Osaka.
" 3566, Izumi nada and Harima nada.
" 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 276 of 1918. (*H. 1679-19.*)

JAPAN—INLAND SEA, BINGO NADA.

Hyakkan Jima Lighthouse—Wreck northward of.

No. 125 (first publication.)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 571 of 1919), are republished :—

Position.—At a distance of 12¾ cables, 10° (*N. 15° E. Mag.*), from Hyakkan jima lighthouse.
Lat. 34° 19¼′ N., long 133° 16½′ E.

Description.—Sunken wreck of a sailing vessel, with top of mast showing above water.

Variation.—5° W.

Charts affected.—No. 3325, Channels between Neko seto and Mekeri seto.
" 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 269 of 1918. (*H. 1450/19.*)

SOUTH AFRICA—CAPE OF GOOD HOPE.

(1) *Slang Kop Point—Light established.*
(2) *Cape Point—New light established.*

No. 126 (first publication.)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 612 of 1919), are republished :—

(1) Slang Kop Point.

Position.—At a distance of about 3 cables southward of the Wireless masts.
Lat. 34° 09′ 00″ S., long. 18° 19′ 20″ E., on chart No. 636.

Abridged description.—Lt. Gp. Fl. (4) *ev. 20 sec, 135 ft., vis. 17 m.*

Details :

Character.—A *group flashing white* light showing a group of *four* flashes *every twenty seconds*, thus :—

Flash, $\frac{4}{10}$ sec. eclipse, $2\frac{6}{10}$ secs. flash, $\frac{4}{10}$ sec. eclipse, $2\frac{6}{10}$ secs. flash, $\frac{4}{10}$ sec. eclipse, $2\frac{6}{10}$ secs. flash, $\frac{4}{10}$ sec. eclipse, $10\frac{6}{10}$ secs.

Elevation.—135 feet.

Visibility.—17 miles.

Power.—500,000 candles.

Structure.—White circular iron tower, 108 feet in height.

(2) Cape Point.

(*a*) Main light:

Position.—At end of Cape point, about 2½ cables south-eastward from the present light, which has been discontinued. Lat. 34° 21′ 16″ S., long. 18° 29′ 50″ E., on chart No. 636.

Abridged description.—Lt. Gp. Fl (3), *ev. 20 sec., 286 ft., vis. 23 m.*

Details:

Character.—A *group flashing white* light showing a group of *three* flashes *every twenty seconds*, thus:—

Flash,	eclipse,	flash,	eclipse,	flash,	eclipse,
$\frac{4}{10}$ sec.	$2\frac{4}{10}$ secs.	$\frac{4}{10}$ sec.	$8\frac{2}{10}$ secs.	$\frac{4}{10}$ sec.	$8\frac{2}{10}$ secs.

Elevation.—286 feet.

Visibility.—23 miles; obscured by land from 82° (*S. 71° E. Mag.*), through east, to 152° (*S. 1° E. Mag.*).

Power.—500,000 candles.

Structure.—Square masonry tower, 30 feet in height.

(*b*) Subsidiary light.

Position.—At base of new tower.

Abridged description.—Lt. F., *Red, 251 ft., vis. 10 m.*

Details:

Character.—A *fixed red* light.

Elevation.—251 feet.

Visibility.—10 miles, from 299° (*N. 34° W. Mag.*), through north, to 23° (*N. 50° E. Mag.*), covering the Bellows and Anvil rocks.

Remarks.—The lighthouse is to be erased from the views on chart No. 636, amending the note under centre view to read as follows:—

"*C. of Good Hope.*
52° (*N. 79° E. Mag.*) 16½ *m.*
(*Lighthouse estabd. 1919 not shown*)."

Variation.—27° W.

Charts affected.—No. 636, The Cape of Good Hope and False bay with views.
" 2082, Table bay to Cape Agulhas.
" 2095, Hondeklip bay to Port Natal.
" 1013, Cape Lopez to Cape of Good Hope.
" 2202*a*, South Atlantic ocean, western portion.
" 748*a*, Indian ocean, southern portion.

Publications.—List of Lights, Part IV, 1919, Nos. 1134, 1136.
List of Lights, Part VI, 1919, Nos. 8, 10.
Africa Pilot, Part II, 1910, pages 375, 376, 377, 378.
Africa Pilot, Part III, 1915, pages 69, 70, 71.

Authority.—Department of South African Railways and Harbours Notices Nos. 929, 930 of 1918. (*H. 1615/19*).

SUMATRA, NORTH-EAST COAST—ARU BAY.

Babalan River—Alteration in Character of Light.

No. 127 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 616 of 1919), are republished:—

Position.—At a distance of about three-quarters of a mile northward from Sungi Tambigandu
Lat. 4° 04¾′ N., long. 98° 17½′ E.